

COACH

MART

Issue 619 £1

December 20, 1990



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Carlton P.S.V.

STOP PRESS

Just in. 1986 MCW CUMMINS L10 ENGINE, 4 speed, full automatic gearbox, 79 recliners, nearside front power door, toilet, orange curtains, luggage pen, seat back pockets, full soft trim, new MoT 17.9.91, resprayed all white, choice of two. Now only one.

NEOPLAN

1988 Neoplan Skyliner, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. Stock No.0022.

1986/7 Neoplan Jetliner (Scania), 44/48 recliners, 10 speed gearbox, toilet, washroom, drinks machine, servery, rollo blinds, continental door, driver's bunk etc. Stock Nos 0043 & 0044.

1983/4 Neoplan Skyliner, 71-75 seats, Merces V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9017 to 9023.

1983 Neoplan Cityliner (Mercedes), 49 recliners, 6 speed ZF, toilet washroom, drinks machine, sausage boiler, fridge, driver's bunk, continental door, courier seat, roller blinds, MoT 16.05.91.

1982 Neoplan Jetliner (Mercedes), 49 recliners, N/S plug door, 6 speed ZF, toilet washroom, drinks machine, fridge, continental door, roller blinds, drivers bunk, courier seat, MoT 13.05.91.

1982 Neoplan Skyliner (with cherished plates), well preserved and maintained, very recently remoquetteed (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. This vehicle has been in regular daily use - a very clean example. Stock No.0004.

MAN

1982 SR 280, 47 recliners, Sutrik air conditioning, 6-speed gearbox, o/s centre power door, o/s centre

sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker. Stock No.0008.

VOLVO

1984 VOLVO B10M Jonckheere P599, 49 recliners, toilet, coffee machine, continental door, double glazing, fridge, choice of 2. New MoT's.

1983 VOLVO B10M Jonckheere P599, various specification, 48/51 seats, toilet, coffee machine etc, choice of 4. New MoT's.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 reclining, semi-auto gearbox, power door, tinted windows, side lockers, MoT Dec 1990. Stock No.0012.

1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette and MoT Nov 90. Stock No.0014.

SOLD

AEC

1977 PLAXTON EXPRESS, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 3.10.91. Stock No.0006.

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT April 1991.

BEDFORD

1981 Bedford YNT, 53 seater Plaxton, side lockers, autumn tint moquette, livery white/blue/yellow stripes, reconditioned engine, new MoT Sept 1991. Stock No.M9014.

1980 Bedford PJK, 29 seater, Duple Dom, MoT 16.9.91. Stock No.0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream exterior, red moquette. Stock No.M9036.

LEYLAND

1983 Leyland Tiger 245 Plaxton 3500, 50 recliners, 6 speed ZF gearbox, N/S plug door, Telma, side lockers, double glazed windows, curtains.

1982 Leyland Leopard, 12 metre Dominant, 51 reclining seats, double glazed, Telma, radio/PA, Bristol dome, MoT Feb 1991. Stock No.9033.

1982 Leyland Leopard, 12 metre Plaxton, 49 seats, semi-auto gearbox, toilet, coffee machine, side lockers, new MoT 16.08.91. Stock No.0010.

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT 23.08.91.

1981 Leyland, 11 metre Plaxton, 53 seats (remoquette), X'Press, side lockers, grey/red moquette, new MoT 29.08.91. Stock No.9013.

1981 Leyland, 12 metre Plaxton, 49 recliners, cream exterior, autumn tint moquette, new MoT 29.09.91. Stock No.9010.

1977 Leyland Leopard, 11 metre Plaxton Viewmaster, 41 recliners, toilet, power door, orange curtains.

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DAF 1984 MB200 DKFL CAETANO ALGARVE 12M, 49 recliners, grey/orange moquette, power door, courier seat, curtains, toilet, wired TV/video, carpet, water boiler, duo red/white.

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, Autumn tint moquette, rear floor mounted toilet, continental entrance door, white/grey/red.

DAF 1983 DKFL PLAXTON PARAMOUNT 3200 12M, 51 recliners, autumn tint moquette, power door, double glazing, curtains, courier seat, continental door, Webasto, Telma retarder, white/green/black.

FORD 1983 R1114 DUPLE DOMINANT IV, 53 str., brown moquette, power operated entrance door, tinted side windows, additional lockers, all white.

SCANIA 1984 (AUGUST) K112 JONCKHEERE JUBILEE P599 12M, 51 recliners, grey/orange moquette, centre sunken toilet, driver's berth, TELMA, wiring for TV/video, water boiler, power entrance door, all white.

BOVA 1988 (DECEMBER) FUTURA FHD 12.290 INTEGRAL 12M, 49 recliners, grey/blue moquette, centre sunken toilet with continental door, drivers sleeping berth, courier seat, curtains, power operated entrance door, additional fuel tank, ferry lift, carpet to gangway, gold/yellow/brown.

BOVA 1983 EUROPA II Integral 12M, 49 str, (44 recliners + 5 fixed), red moquette, power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.

BOVA 1982 EUROPA II Integral 12M, 51 recliners, brown moquette, courier seat, power entrance door, curtains, TELMA retarder, white/blue/red.

BOVA 1982 EUROPA II Integral 12M, 52 recliners, red moquette, courier seat, curtains, power entrance door, cream/orange.

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SCOTLAND (0236) 22445

LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette, (46 reclining plus 5 fixed at rear), power operated entrance door, TELMA, courier seat, curtains, continental door, provision for driver's berth, all white.

LEYLAND 1984 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 50 recliners, courier, power entrance door, double glazing, brown stripe moquette, all white. CHOICE OF THREE

LEYLAND 1982 TIGER 245 PLAXTON VIEWMASTER 12M, 49 recliners, green moquette, rear sunken toilet, continental door, double glazing, Webasto heating, driver's berth, aircraft style lockers to luggage racks, water boiler, fridge, TV/video wiring, cream/green.

VOLVO 1988 B10M DUPLE 320 12M, 61 str., grey/red moquette, power entrance door, curtains, Webasto heating, white/duo red.

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette trim, white + yellow/orange stripes.

VOLVO 1986 B9M PLAXTON PARAMOUNT 3200, 45 str., brown moquette, power entrance door, all white.

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired for TV. + video, silver/blue.

VOLVO 1983 (SEPTEMBER) B10M GT JONCKHEERE JUBILEE P599 12M, 48/52 recliners, centre sunken demountable toilet, continental door, driver's berth, courier seat, power entrance door, drinks machine, wired for TV/video, blue/white/yellow/green.

COACH MART

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December 20, 1990

5 News: Atkins of Skegness is being sold; Coach Fayre looks for more executive vehicles; Bridlington police hit back at critics; competition warning for Scottish bus fleets.

12 News Feature: Mike Morgan concludes his look at the Vehicle Inspectorate's PSV inspection procedure training course.

13 Diary: National Express man is caught napping; actress Maureen Lipman helps buy coach.

14 Fleet Update: Central Coaches picks Optimo; Christmas cheer in Cleveland; Halton Borough Transport praises Leyland Lynx 11.

16 On Target: Marksman says keeping your staff happy can help your business; and sees red over a white December.

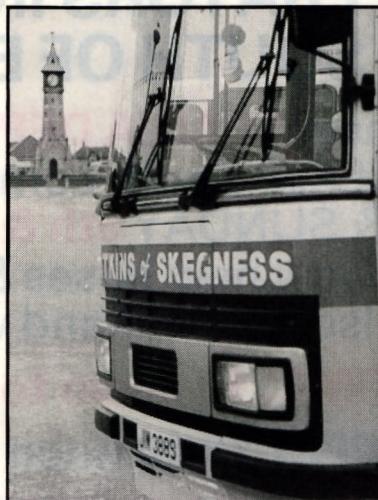
17 Letters: BCC speaks out over cash in hand payments; operators help charity; plus Nostalgia Corner.



19 COVER STORY Exteriors: Rod Davey continues a special *Coachmart* series by looking at coach exteriors.

26 Licensing & Legal: Commissioner urges new operators to take *Coachmart's* advice; Pride of The Road has its O-licence cut.

28 Tourism: Dame Vera Lynn relives the War in Coventry; World Travel Market sets a record; celebrating the 500th anniversary of the birth of Henry VIII.



Atkins of Skegness to get new owner
— page 10



PSV test news — page 26

COMMENT

CHIRSTMAS is just about the only time of the year when operators can wind down a little and breathe a sigh of relief.

1990 may well go down as the most memorable for some time, but perhaps for the wrong reasons. The crash of several well-known coach companies and the general economic squeeze being felt by manufacturers and dealers is certainly not anything to smirk about. Next year is going to be tough for everyone.

Coachmart is hoping that a few lasting New Year's resolutions will be made in 1991. When Secretary of State for Transport Malcolm Rifkind has finished downing the Hogmanay dram, let's hope his resolution is to insist that public transport - which Cecil Parkinson thought was a euphemism for British Rail - is given the highest priority in Government.

We are also hoping that operators take a vow to outsell their rivals on quality, rather than hacking the profit off the price.

For our part, we will strive to maintain and improve the quality of your favourite coach magazine. The first step in that direction will be taken in our next issue — *Coachmart*, January 10, 1991. From then on *Coach Tours & Excursions*, our popular coach tourism monthly, will be incorporated into *Coachmart*.

Details of new venues, attractions, ideas and discounts for group travel will then be brought to you every week. This will be backed up by in-depth features covering the UK and Europe. All in all it will add up to the most comprehensive coaching magazine available.

In the meantime, in the last issue of 1990, we would like to thank all our readers and advertisers for their support during the year. And we wish you all a happy and prosperous New Year.

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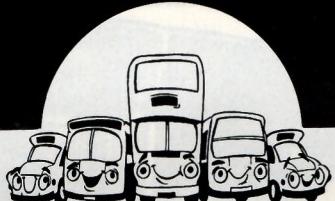
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JUST A FEW EXAMPLES

OCT '86 OPTARE CITYPACER VOLKS-WAGEN, LT55 engine, 5 speed, manual gearbox, 25 d/p seals, MoT 27.7.91.....	£12,500
1985 LEYLAND TIGER 245 DUPLE CARIBBEAN II, 48 recliners plus courier, toilet, doors, windows, curtains, Eberspacher and driver bunk, MoT 21.3.91. Stock No. M011	£31,500
1985 SCANIA K112 JONCKHEERE P50, 49 recliners, sunken toilet, o/s centre door, driver's bunk, tinted windows, rollo blinds, MoT 19.	£46,500 £35,000

SOLD

1984 SCANIA K112 JONCKHEERE P50, 49/51/53 recliners, o/s sunken toilet, o/s central door, driver's bunk, tinted windows, rollo blinds, MoT 20. Stock Nos. M104, M105 & M106 **£41,500 £33,000**

SOLD

1977 FORD R111 AXTON, 53 seats (Ford 111B engine) power door, MoT 20. Stock No. M010 **£3,500**

SOLD

1975 BRISTOL VRT, (Gardner 180 engine), 74 seats ECW (low bridge) MoT's Feb & May 1991. Choice of two. Stock Nos. M012, M013 **£3,450 £2,950**

**The Bus & Coach Mart, Carlton PSV Sales Ltd, Sandbeck Way, Hellaby, Rotherham, S Yorks S66 8QL
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■ BUS SERVICES

Rules stays in Boxford

SUFFOLK operator Rules has scotched a plan to build housing on its Boxford site and move coaching to another town.

Despite being under pressure from 'new' residents in the village to move, the firm's proprietor Barrie Rule says press speculation is not true, and that he's staying put.

In a frank interview with *Coachmart*, the ten-coach operator said he was the last generation of the Rule family to be involved in coaching as the firm faces increasing competition and poor returns. Options had been limited by planners.

'No-one wants coaches on their doorstep,' said Barrie



Rules: ten-coach operator hit planning problems.

(44). 'But most of the complaints seem to come from people who've moved into the area.'

Mr Rule said his search for new premises and his attempts to build houses on his Boxford site both hit planning problems: 'They are all a bit too "green" around here,' he said.

But the operator said he was the last of three generations of the family to be in coach operation. If it weren't for the site, the business would have been finished, he said.

The property is the only thing of worth,' he said. 'There is no money in coaching now. On some services,

I'm working for less than I was five years ago. Operators are now being told what they will be paid.

Operators struggle to get £3 for a trip to London. And people now shop around until they get a ridiculously low quote.'

Mr Rule said his own tour programme had gone well in 1990, but he was still deciding whether to run a similar programme in 1991. In the meantime, his ten vehicles would be operated on seven tendered contracts and private hire.

■ SCHOOL CONTRACTS

Hyndburn cuts school trips

FACED with increasing costs and a five percent drop in passengers, Hyndburn Transport is deregistering five return school trips in Accrington.

Managing director Andrew Gill blames high poll tax charges for the recession in passenger numbers. Typical rates in Accrington were £100-150, whereas a household of two adults is now asked to find £630.

He told *Coachmart* that since before the summer the Accrington public has cut the number of shopping trips.

Hyndburn told Lancashire County Council of its intention to deregister the commercial school services because it could

no longer support them as part of its commercial network.

Mr Gill said: 'We suggested that if the county council wanted to support them on a de minimis basis it would probably be cheaper than putting them out to tender.' This offer failed and the services stop on January 21.

Mr Gill dismissed local fears that the county council would be left open to other requests from Hyndburn or that this was a way of increasing revenue on services Hyndburn wanted to keep. He said: 'As far as tendering is concerned we are quite happy to compete, but we offered the county council the opportunity of avoiding the cost of registration and deregistration.'

■ BUS SERVICES

Henderson rebuilds bus services

HAMILTON-based Henderson Travel has rebuilt two bus services abandoned by Kelvin Central using imaginative fare-save options.

Commercial routes abandoned by the Scottish Bus Group company were picked-up by the independent and linked to provide a through service from Hamilton and East Kilbride to Strathaven.

Special offers of 'Whizz Kid' weekly

travel passes and family savers are being supplemented by special Christmas and New Year savings, and the schemes have attracted local media coverage.

To encourage visually handicapped passengers, Henderson has even offered a large-print timetable or audio cassette timetable on request - and now says the service is providing a return.

■ BRIEFS

● INDEPENDENT West Yorkshire operator Pinnacle, which lost its battle when it accused West Yorkshire of predatory pricing to the Office of Fair Trading, is to provide a bus service through the village of Bradley. Saturday services to the village have been withdrawn by the major operator.

● REDBRIDGE Dial-a-Ride has been told by the council to move out of its temporary premises on Cranbrook Road in Barkingside - to make room for a redevelopment by Marks & Spencer.

But it has been unable to find an alternative base. After refusing 'dilapidated' premises offered by the council in Fulwell Road the service is hoping Redbridge Health Authority will come to the rescue with a site at one of its hospitals.

● OPERATORS worried about the receivership of reconditioners Swift Equipment are being told that the rolling road and vehicle lift division of the company has been bought by the former management team and renamed Reco. Service contracts supplied by Swift will be honoured by CW Garage Services. Tel: 0272 866608.

● YORKSHIRE Traction has withdrawn its Doncaster to Rawmarsh service because of drunken rowdies and assaults on staff.

Both management and union have agreed the 11.35 pm 295 service should cease running at weekends for a number of weeks - but both say that if trouble returns the service will be permanently withdrawn.

● BUS and Coach Training is to expand its regional training service after a successful pilot trial in Scotland and Yorkshire. Further information from Maurice Jones on (0923 896607)

BRIEFS

● HERTFORDSHIRE County Council has been forced to climb down after deciding to end free school buses from Cudicote village into Welwyn Garden City. Parents effectively lobbied county councillors and free transport to schools has been reinstated.

● KENTISH Bus is carrying out a survey to find out if a service between Dartford and Stone is commercially feasible. If there is enough public support the service will run in the New Year.

● RATIONALISATION of routes and timetables in a cost cutting exercise by Lincoln City Transport has led the county council to subsidise some services about to be axed. Evening and Sunday services in Boultham Moor have been rescued - and the council is subsidising a route extension to the De Wint Avenue and Westwick Drive areas of the city.

● LOTHIAN Regional Council has agreed to subsidise a commuter bus service between Kirknewton and Edinburgh. It will be run by Eastern Scottish.

● SOUTH Yorkshire Transport has opened a new test centre to reduce exhaust emissions and speed up fitment of engine rebuilds.

The Rutland Way facility in Sheffield allows engineers to put the 400 engines and gearboxes rebuilt by SYT on the test bed to fine-tune them. The equipment artificially reproduces road-going conditions for realistic testing.

SYT has faced criticism from the residents in the past for smoky buses in Sheffield.

COACH

Coach Fayre looks for super-exec

CORPORATE coach travel company Coach Fayre is looking for super-executive vehicles to add to its chartering list.

The Gatwick-based firm says demand for its services, using its own high-quality catering and couriers, will be high in the New Year, but that it has had trouble getting sufficient coaches.

'We are looking for 20 to 30-seat full-size vehicles with air conditioning,' said

Coach Fayre's managing director Michael Matthews. 'All we will need is coach and driver for the contracts, which vary from one-day hire to up to a fortnight.'

Mr Matthews said his firm equips the vehicle with all cutlery and accessories, while airline-trained personnel look after the clients: 'My staff are trained to cope with absolutely anything. They are all senior airline



Coach Fayre: big demand has led to search for more coaches.

personnel.'

The demand for super-executive travel for both corporate and incentive work stems from his other company interest in chartering planes: 'Coach Fayre was set up almost by accident,' he said.

A proportion of business comes from American groups travelling into Gatwick but then going on to

cross the Channel into mainland Europe. The lucrative work warrants only top-quality vehicles but operators could get £250 to £500 a day.

● Coach Fayre is at Charlwood Court, County Oak Way, Crawley, West Sussex RH11 7XA. Tel: 0293 614466. Fax: 0293 614499.

TRAFFIC SCHEMES

RAC poll reveals support for buses

A HUGE majority of car drivers want more buses and more park and ride schemes says a poll conducted for the RAC.

The MORI survey revealed that around nine in ten drivers want better public transport, and around 70 percent would like to see cars banned from city centres.

Two out of three motorists did not think that building more roads would cure congestion, and saw Government and local councils as likely to act irresponsibly towards the environment through transport policies.

Many drivers were confused about the differences between the greenhouse effect and the damaged ozone layer, and could identify

few of the so-called greenhouse gases.

The Government falls foul of drivers asked who should take an active role in protecting the environment. Eighty percent wanted Government involvement, but only 25 percent felt this was already happening.

Around six out of ten drivers thought car, bus and lorry exhausts caused most air pollution in Britain, only three percent picking domestic heating systems as a cause.

● MORI's 'Green Drivers' report is available for £4.50, payable to RAC Motoring Services, from Fiona Ivers, RAC Motoring Services, RAC House, M1 Cross, Brent Terrace, London NW2 1BX. Tel: 081 452 8000.

BUS

Adverts keep fares down

TAPED music is being used on Reading Transport buses to keep fare rises to a minimum.

So far, ten of Reading Transport's buses have been equipped with Transound - a continuous music tape with advertisements paid for by local businesses - and the company says it is a success.

Passengers on the ten buses are treated to a 60-minute programme of easy listening which automatically adjusts to cope with background noise levels: 'The extra revenue received from local companies using the service to advertise will enable us to maintain reasonable fares, particularly in the current climate of rising fuel costs,' said managing director Rod Wilson.

The tapes have been used to make community service announcements as well as generate cash.

BUS SERVICES

Xmas services are snapped-up

BOXING Day services in London have been snapped-up by Ensignbus, Boro'line, East London, and Metrobus.

The one-day contracts for six services - run by Kentish Bus, Bexleybus, Boro'line and Selkent at other times - were picked up by the four operators in a round of tendering. Single-day timetables have been applied.

London Transport says around a third of its services will be operated on Boxing Day.

■ COACH

Bridlington police answer their critics

BRIDLINGTON police have hit back at operators who criticised their decision to ban coaches at night from the Yorkshire town (*Coachmart* 618, December 13).

They say they do not want to restrict the 200 coaches a day which visit the resort during summer, and have had co-operation from coach operators to reduce the number of all-male parties visiting Bridlington's pubs and clubs.

'It must be emphasised that the responsibility for combatting such disorder does not rest with the police alone,' a spokesman told *Coachmart*. This

message is being reinforced by the most positive responses we have received from coach operators who advise us that a written document such as the letter sent out prevents problems at the booking stage.'

Police say they are compiling dossiers on operators whose passengers have been involved in unruly behaviour, and may present any evidence to traffic commissioners in a bid to revoke O-licences.

However, a written reply from the police admits they do not have blanket legislation to prevent coaches staying in the resort after 6.30 pm, and instead make

their own determination of the safety of street parking and public order issues resulting from coaches.

The police spokesman said the decision dates back to 1986, when the bad behaviour of all-male groups visiting by coach brought bad publicity: 'Such levels of disorder brought national media coverage depicting Bridlington as an unruly, unsafe town,' he said.

Police had initially sought co-operation of coach operators, and had an excellent response in the Yorkshire region. Stringent enquiries at the booking stage had weeded out many 'stag' groups but there were still problems.

As a result of further unruly groups, police had introduced the curfew and banned set-downs and pick-ups on the seafront except in special circumstances. Some coaches remain in the town after 6.30 pm 'with our full co-operation and assistance,' says the police statement.

Humberside Police refused to answer questions from a *Coachmart* reporter on the number of coach-related offences that had been committed by passengers, and the grounds on which they would invoke action from the traffic commissioner.

■ LRT

Birmingham seeks rail scheme cash

BIRMINGHAM planners are hoping to get Government cash backing for the £81 million light rail scheme in 1991.

The 13-mile Midland Metro LRT route from Birmingham into Wolverhampton was viewed by helicopter by Transport Minister Roger Freeman earlier this year. Manchester and Sheffield schemes have already got financial aid, and West Midlands Passenger Transport Authority now says it is at 'the front of the queue.'

If plans go ahead, the first LRT cars could be rolling in 1994.

■ BUS

Newcastle takes action over congestion



Newcastle bus operators: to provide vehicles for Riverside Transit.

NEWCASTLE is set to get electronically-guided buses to ease congestion in the developing quayside area.

The £14 million Riverside Transit scheme to provide 2.5 miles of busway from the Central Station uses dual-mode buses, and plans suggest double articulated vehicles. The Tyne Wear Development Corporation expects

them to be run privately under tender.

The plans being discussed are for the quayside shuttles to carry 2,000 passengers an hour at a frequency of one vehicle every six minutes. The system will link in with the Tyneside Metro, feeder bus routes and park-and-ride schemes.

A spokeswoman for the development corporation said the

proposals have still to be fully discussed: 'The scheme isn't expected to be completed until late 1993 or later, even if approved,' she said.

The buses will follow buried cables when on the guided route, operating normally elsewhere. The guided route will reduce the width of road required for the same bus, when driven, by 20 percent, said the spokeswoman.

■ BRIEFS

- TOUR wholesaler Greatdays has opened new purpose-built offices in Cheshire after a summer of expansion. The offices in Altringham will help the firm cope with extra demand for hotel and auxiliary services.

- LONDON Transport is to go ahead with its plan to retrofit 2,500 Titans and Metrobuses with DiPTAC features by 1992. Cost of the programme is around £1.5 million.

- MERSEYBUS drivers facing attacks from passengers in the Netherley area of Liverpool have refused to run into the district after 8 pm. In the latest incident, a hooligan kicked in the bus assault screen, and in previous attacks yobs have smashed windscreens.

- FOSTERS Lager has sponsored London Transport services on New Year's Eve so revellers can get home for free. Buses, the tube and the Docklands Light Railway will provide the free services between 11.45 pm and 5 am, as in previous years. This is the third time Fosters Lager has put up the cash.

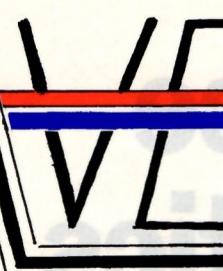
- BRIGHTON Buses' Worthing-based Blue Buses has taken advantage of cuts from competing Southdown Cedarbus by stepping up its Goring and Ferring services. Cedarbus has withdrawn from similar routes and left room for route extensions.

- MAIDSTONE and district's new travel office in the Chatham Pentagon Centre has been opened officially.

- The office - equipped for easy disabled access - has had £35,000 spent on it, including a £1,000 county council grant.

- According to a local councillor, a fifth of all passengers are retired and half of those have impaired mobility.

24 HOUR



P.S.V. SPECIALISTS

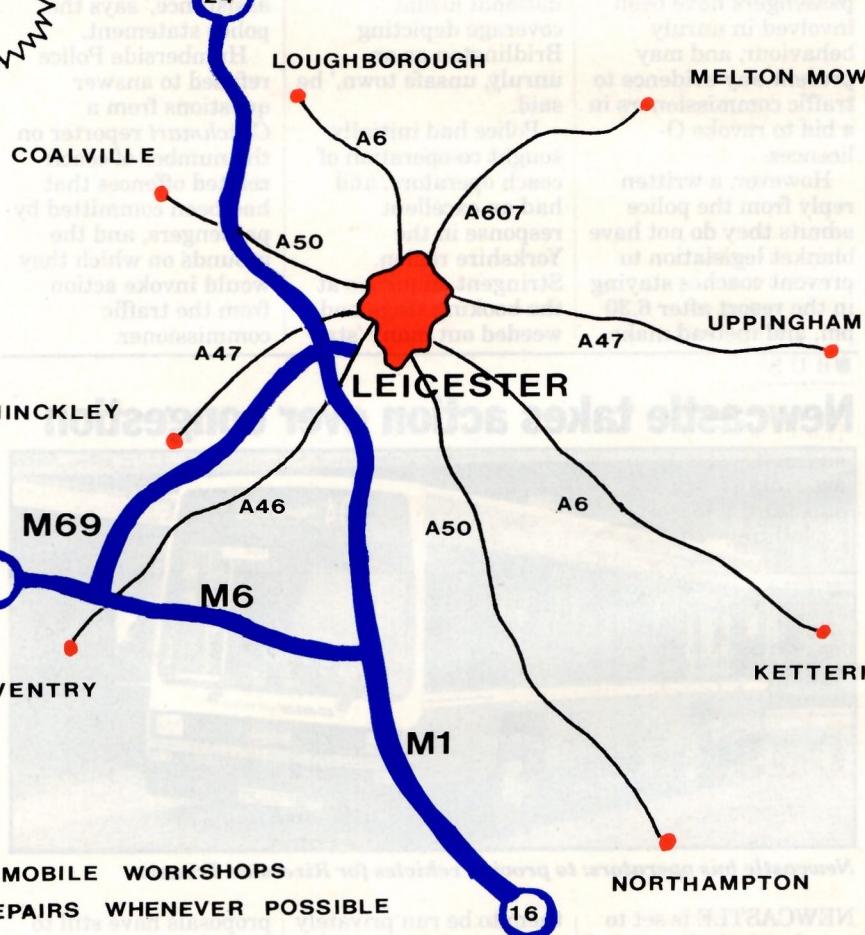


24 HR
UNDERLIFT RECOVERY
FOR MAJOR FAILURES

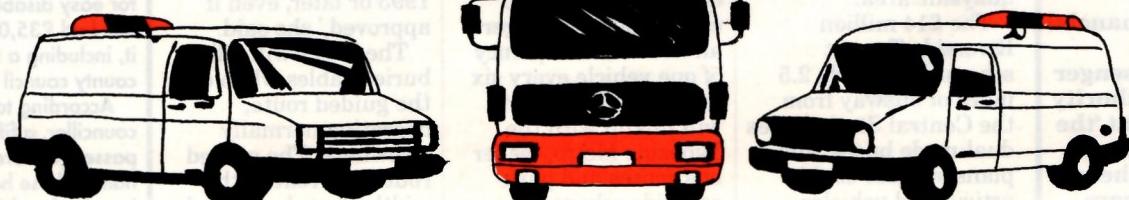
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SERVICE



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FOR ROADSIDE REPAIRS WHENEVER POSSIBLE



24 HOUR

TELEPHONE: 0860 - 519561

■ BUS

Fears raised over Scottish bus services

SCOTTISH regional councillors have warned colleagues that their demands for increased competition may result in the loss of a bus company.

An Inverness councillor alleges that competition between Highland Scottish and Stagecoach's Inverness Traction has slackened, and that the two companies are working alongside each other in Inverness.

Regional councillor Walter McGarry has asked the council's roads and transport committee to look at ways that competition can be stepped up - but he has been warned that this could lead to bus companies withdrawing from the area.

A report by the council's roads and transport sub-committee says intense competition between the companies two



Inverness Traction: alleged to be working amicably with Highland Scottish.

years ago drove the original Inverness Traction, now operated by Stagecoach subsidiary Magicbus (Scotland), into receivership. The report says competitor Highland Scottish also suffered, with its 1989 accounts showing substantial losses.

Nothing would be

gained by interfering with the current operation, the report continues. If Inverness Traction was prevented in any way from reducing its losses, Stagecoach would withdraw its resources to more profitable UK areas. And a privatised Highland Scottish would also pull out of

loss-making Inverness services.

'The council would then be left with the costly exercise of inviting tenders and awarding contracts for subsidised services,' the report added. 'It is in both the council's and the public interest that the operators should take reasonable steps to cut their losses on the Inverness local services.'

A report to the committee states that both companies have withdrawn from certain routes leaving the other a clear run since June. Although both companies may be open to accusations of collusion under the 1980 Competition Act, to which operators have been exposed since the 1985 Transport Act, it is hard to see how legislation can be used to force unwilling operators to compete.

■ COACH SALES

Berkhof deliveries

BERKHOF has taken orders for two new Excellence 2000 coaches to be delivered for the 1991 summer season.

A repeat order from Moordale - a Proudmutual subsidiary based at Newcastle - sees a second Berkhof join the fleet. The B10M Excellence 2000 3.55 metre has 49 seats and fridge.

M and M Coachlines of Harrow, in Middlesex, has ordered a 51-seat Scania K113 Excellence 2000 with air conditioning, toilet and fridge.

■ BUS SERVICES

Strike-hit pensioners get cash refund after dispute

PENSIONERS will receive refunds for unused concessionary half-fare passes during the protracted strike by Crosville Wales' drivers.

Wrexham Maelor Council issues £13 each to pensioners and people with disabilities - totalling £263,000 every year - who then add £5 to their tokens to purchase a half-fare pass from Crosville Wales.

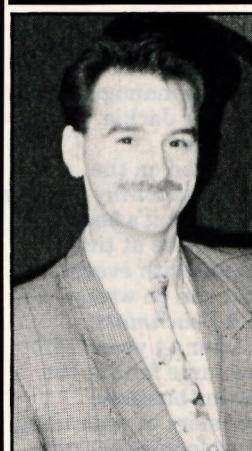
Loss of services during the seven week strike over pay and conditions has led local councillors to demand refunds to the pass-holders.

But managing director John Rimmington is offering pro-rata refunds to holders living on

routes no longer operated by the company - and those on the company's routes affected by the strike would get an extension to the normal pass expiry date. Complaints of lack of evening services have been countered by statements a resumption in commercial services would be looked into when the strike is resolved.

● Crosville Wales sacked 120 drivers at its Wrexham depot for alleged breach of contract and has engaged 50 new staff who are operating a smaller, more efficient service. The changes are part of a Crosville reorganisation.

■ BRIEFS



● CRYSTALS Conversions has added Tony Walton (above) to its sales team. Mr Walton, with six years working in coaching, will be selling to local authorities, dealerships and community transport organisations in the North, supporting Dave Broad.

● STRATHCLYDE Buses has confirmed the position of interim chief executive and managing director John Churchill.

Peter Shaw, formerly controller of finance and commercial manager, is now company secretary and interim director.

Scottish Bus Group managing director Malcolm Stewart joins Strathclyde Buses as commercial director.

● LINCOLN-SHIRE Road Car has appointed Derek Bradley chief engineer, replacing Andrew Howard. Mr Bradley comes from East Yorkshire Motor Services where he had worked since 1985.

■ TAKE OVER

Atkins of Skegness sold to Brylaine

ATKINS of Skegness is being sold to Brylaine, says its managing director Jackie Radford.

'I carried on the business for my father's sake, but it's been a nightmare at times coping with everything that can go wrong,' she told *Coachmart*.

After 44 years with the same family, the Atkins business transfers to expanding Lincolnshire operator Brylaine of Spilsby on January 1. Office lease, and two coaches are

being sold, but Brylaine director Brian Gregg would not confirm that the Atkins name would continue in use.

The Atkins garage is not included. Full planning permission for residential development has been granted and it will be sold separately when the property market improves.

Brylaine's origins are in a six-vehicle operation in Spilsby near Skegness. Earlier in 1990, BN & ME Hogg, of Boston, was



Jackie Radford:
business has been a
nightmare at times.

acquired - adding 24 coaches and buses. The latest expansionist move makes Brylaine

the largest independent based solely within Lincolnshire, challenging Appleby, of Louth, for supremacy.

Mr Gregg refused to comment on Brylaine's plans for Atkins or further expansion strategy. He said: 'It is not company policy to talk to the Press.'

Atkins' struggle for survival on a £50,000-£60,000 annual turnover was highlighted in a *Coachmart* company profile (*Coachmart* 617, December 6, 1990).

Explaining the sudden decision to sell, Mrs Radford said:

'Once I've made up my mind to do something, then I do it.' She blames workload, stress and the lack of financial reward. 'There was nobody to pass the responsibility on to.' She added: 'I will miss contact with the public.'

Mrs Radford is going back to secondary school PE teaching as a supply teacher at Skegness Grammar School.

■ LICENSING

Pennine Blue moves uphill

GREATER Manchester operator Pennine Blue has had its O-licence increased from seven to ten in advance of new local service registrations in the Tameside area.

Three former Bee Line Bus Co Leyland Atlanteans are Pennine Blue's first double-deckers to cope with increased demand. The new routes augment existing services and include a first time direct link between Stalybridge (Ridge Hill) and Stockport. This route covers a withdrawn rail service and avoids two changes of bus on competing Greater Manchester Buses routes.

Pennine Blue is actively looking for a new operating premises after planning permission was refused on its rented Ashton-under-Lyne base. The Ashton yard is shared with a haulage contractor running 38-tonne artics, but



Tameside planning authority rejected Pennine Blue's retrospective application.

Director Mike Ball told *Coachmart*: 'We didn't appreciate the need for a separate application with artics already using the yard. We only operate from 7 am to 7 pm six days a week with exceptional use outside this time by our new Dennis Javelin/Caetano coach. How is it that we can't operate seven and a half tonne buses when 38 tonne artics are run from the same base?'

Pennine Blue: looking for new operating premises.

■ PRIZE

Scot wins £250 Coachmart draw

WILLIAM Spence, transport manager of John Haldane Ltd in Glasgow, has won our £250 prize draw.

It took Mr Spence, who is responsible for Haldane's 11 vehicles, just five minutes to win the cash. He completed the form sent out with *Coachmart* asking readers to register for

free copies of its sister magazine, the monthly *Coach and Bus Manager*.

The response we got to the questionnaires was very positive - over 1,500 coach and bus managers have so far specifically requested to receive our leading monthly magazine. And the information they supplied will enable us to

target the magazine even more accurately at meeting their professional reading needs.

Many thanks to all who replied. And if anyone has yet to reply - do so quickly. It's the only way to make sure of a personal copy of the best monthly bus and coach magazine around.

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MERCEDES 609

Up to 26 seats, high back Capri seats covered in moquette, tinted windows in metal frames, full length plywood floor covered in lino, full soft carpet trim, luggage rack, two quad vents, stereo cassette system, 4 speakers, interior lights, body skins, C.O.F.

£27,200

Looking through the examiners' eyes

Mike Morgan concludes his report on the Vehicle Inspectorate's PSV inspection procedure training course by testing your knowledge.

DID you get last week's question on PSV brake testing right? What's more to the point - did you understand it? Of course you did. Just because you weren't able to send in the answer to *Coachmart* it doesn't mean you couldn't do it - so here is the answer:

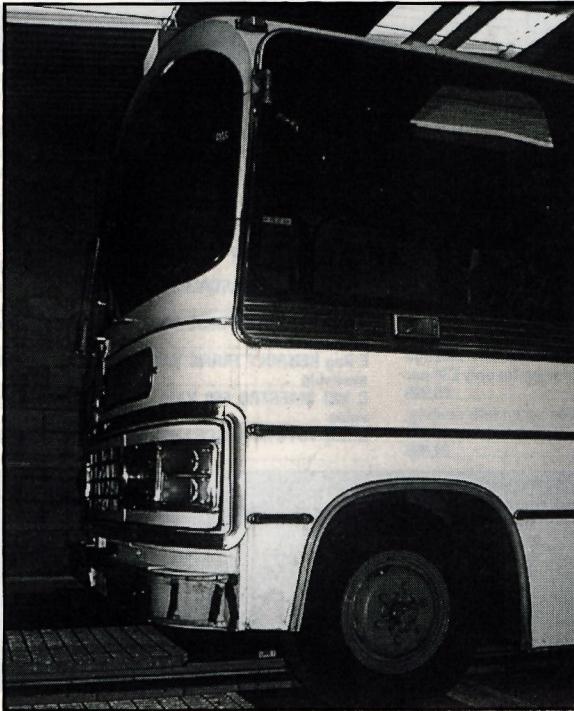
FAIL. With 50 percent of the wheels locking, the efficiency of the service brake is measured against the unladen weight (6,500kg is more than 50 percent of 12,295kg). The secondary brake is required to have a 25 percent efficiency. Both front wheels lock, so that's OK, but the rear wheels need to be 25 percent of the laden weight - i.e. 15,978kg (calculated as unladen weight plus 63.5kg per 58 people). Consequently, a combined performance figure of 4,000kg at the rear is satisfactory. However, the parking brake is not the required 16 percent of laden weight (2,500kg is only 15.65 percent of 15,978kg).

NB The calculations of laden weight for vehicles first used on or after April 1, 1988, use 65kg per person plus an allowance for luggage if external luggage compartments are fitted - 100kg/m³ or 10kg/passenger whichever is less.

Do you need further convincing that interpretation and understanding of the regulations needs a specialised expertise? Remember that this teaser relates to just one small part of the Inspection Manual.

Now that you've been persuaded to enter the festive spirit of quiz questions try and answer these:

- When do you need to replace a windscreens?
- Do you really have to fit new wiper blades?
- What tyres must be fitted on your vehicles?



Four courses are available between now and April.

- Is the speedlimiter subject to annual test?
- If a seat bolt is missing will the coach fail?
- Must the fuel filler be labelled 'derv'?
- What is the difference between a fuel leak and fuel seepage?
- What happens if the fuel tank is insecure?
- How important is luggage boot corrosion?
- What about that missing locking nut?

You will almost certainly need to refer to the VI manual, but for clarification the best solution is to obtain a copy of course notes from the VI's 'Public Service Vehicle Inspection Procedures and Standards' course.

You could enrol on the VI's three or five day courses. There are four before the end of the financial year:

Weeks beginning: January 7, February 11, February 25, March 18.

Employers should have no qualms about sending staff away. It will be more cost-effective in the long run than dependence on the luxury of ignorance, and staff at the local testing station will be

forced to sit up and take notice.

So how do you get your fitters enrolled? Until March 1991, the Bus and Coach Council acts as VI training centre agent - otherwise bookings are direct.

The twelve courses per year scheduled are just about keeping-up with demand.

Off-site sessions can be organised if this is more convenient and viable. National Welsh, Lothian, Yorkshire Rider and Luton and District are among the large operators to take advantage of training away from the centre. Since courses are geared to a maximum of 12 students, smaller operators should not be discouraged from enquiring.

Six trainers - preferred title 'training practitioners' - are



Courses: run by 'training practitioners'.

based in Bristol. They have come up through the ranks and possess a wealth of experience which clears the apparent subjectivity involved in interpretation of the regulations. By the end of the course, students have a clear interpretation of the reasons for rejection.

Training Centre manager Ken Hopley and his staff will give you a warm welcome. Said Mr Hopley: 'We enjoy the opportunity of sharing experiences with them.'

Anxious to break down the barriers between VI staff and the coach and bus operator the course tutors (sorry - training practitioners) actually encourage students to put them on the spot. They wish to build relationships which can only have a positive effect on our common interest - road safety.

At present, the commercial students only represent £150,000 of revenue per annum - the VI is in the business of training its own staff first, but few doubt the enormous potential for training a wider audience.

Ken Hopley said: 'We are just about keeping up with demand.' Large operators are the main ones to benefit, but small coach companies must benefit from a better insight into the requirements of the statutory test.

In the language of the trainer, the VI course has three aims:

- 1 To recognise the standards of the annual test.
- 2 To identify the pass/fail criteria.
- 3 To encourage operators to adopt a systematic approach.

The surprising conclusion that there is a wasteful degree of over maintenance in the industry needs to be viewed with some caution. However, those who complete VI courses have no doubts that safety comes first. Recognition of required standards and adopting a systematic approach encourages the pursuit of excellence while cutting out waste.

Stuart shows plenty of control

THE DELUGE of snow which hit the West Midlands with a vengeance caught National Express on the hop.

Hundreds of coaches stranded from Digbeth to Daventry meant the control room was more like an airport tower than ever, with every 'phone ringing. But it was all hands to the wheel.

Mealstop hears that even the public relations man Stuart Render - normally an anonymous soul - was so enthused by the spirit of the occasion that he left the gloom of his office to help out in the control tower.

The years of excess had taken their toll on his stamina, however, and when *Mealstop* tried to get the lowdown on the Snow Chaos angle the normally indefatigable Render had been sent home to grab eighty winks...



National Express man Render: out for the count after a weekend coping with the snow chaos.

- JEWISH actress Maureen Lipman was almost directly responsible for the delivery of a new coach to Alpha Coach Company ahead of schedule.

The star of British Telecom ads was being filmed for a new series 'About Face' in

which the script demanded a coach scene. Ms Lipman plays the coach courier and Keith Baron the driver.

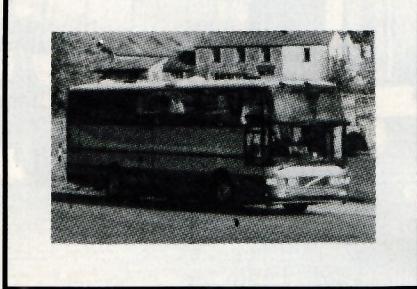
All was going well until the producer wanted both exterior and interior shots of the vehicle. The interior shots of



the thespians were done using the Tiger Plaxton 3500 on a low-loader truck, with Mr Baron posing as driver.

The exterior shots around Stratford upon Avon, however, revealed the deceit, so the ever-helpful coach company brought forward an order for a new and identical coach, and had it delivered by Plaxton Retail Sales.

'We were thinking of buying a new vehicle, and this was just the push we needed. The filming was a great success and we would definitely do it again,' said Alpha's manager Craig Porteous.



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The Lynx is now even better



HALTON Borough Transport managing director David Cunningham is fulsome in his praise of the Leyland Lynx II: 'With Lynx II, Leyland has bettered what was already a very good bus,' he said after taking delivery of the first two examples to go into service.

Halton has a record of modern Leyland single-deck bus milestones. It was the first municipal operator to buy a Leyland National, the first and last to buy a National 2, and the first to buy a Lynx.

Mr Cunningham is delighted with the improved specification of Halton's new

Lynx IIs. He said: 'With 15 Lynx in our fleet we know the model well. Our passengers like it, our drivers like it, and the Lynx is extremely reliable in operation.'

The 51-seaters feature 210 bhp Cummins L10 engines and ZF 4HP500 (EST18) automatic gearboxes with integral retarders.

Operating in and around Widnes, the company has doubled its mileage since 1986. Its fleet has expanded by 35 percent to its present 50 vehicles - all Nationals and Lynx. The addition of six Lynx in 1990 maintains a steady programme of fleet replacement.

Reliability the key

COLCHESTER Borough Transport selected Leyland Lynx II after sampling a variety of demonstrators while enjoying a reliable and cost effective operation with existing Lynx.

The new Lynx II - one of the first produced by Leyland Bus and supplied by VL Bus & Coach to operators - is fitted with many options including, heated windscreens, alkaline batteries, hubometer, Kysor radiator shutters, autolube chassis lubrication, vandal alarm and Bright-tech destination equipment. It has 49 seats plus luggage pen.

Powered by Cummins L10 210 bhp engine, the Lynx II has uprated ZF four speed Ecomat (EST18) gearbox with 'in-built' mobile diagnostic test equipment. Diptac features, improved driver's compartment and instrument layout, new PVC floor covering and ramped floor are standard. Available options include stepped floor, dual door and Volvo engine.

Clive Sampson, Colchester Borough Transport director and general manager, said: 'We chose the new Lynx II because of all the recent demonstrators sampled, it is the vehicle most acceptable to the travelling public, drivers and fitters - it represents good value for money.'



Mercedes for Essbee

BUSINESS has snow-balled for Essbee Minibus Hire since it bought its first minibus four years ago. Specialising in small vehicles for the executive private hire market, the fleet has expanded to 14 with its latest 25-seat Mercedes-Benz 609D from Made to Measure Minicoaches Ltd.

Based eight miles from Glasgow city centre in Bargeddie, Essbee only does private hire - no contracts or local service. The Essbee name comes from the initials of partners Samuel Smith and son Brian - S and B.

Brian Smith told *Coachmart*: 'The Merc is an ideal vehicle for our requirements. Our minibuses do 100,000 km per year and we need something that's reliable.'

Work is generated by advertising and word of mouth, but Mr Smith stressed that as a family business he could keep prices down because of low overheads. 'We do a lot of work down-south,' he said - indicating that Essbee vehicles didn't just stray over the border, but took private parties to numerous English destinations.



You've been buying... You've been buying... You've been buying... You've been buying... .

Stevensons says small is best



Pictured are Jack Kernohan, Robert Wright & Son sales director, and George Richards, contracts manager, handing over the keys to Murray Shepherd, operations manager of Stevensons.

STEVENSONS, of Uttoxeter, has converted as many routes as possible from big to small buses.

Operations manager Murray Shepherd said: 'The cost savings are fantastic. Maintenance costs are approximately 20p per mile on a double decker, but only 4-5p on a Mercedes-Benz midibus.'

Four of five Wrights-bodied Mercedes vehicles received recently are based in Darlaston in the West Midlands - the other is for Burton-on-Trent town service. Three are 33-seat 814s and the other two 29-seat 811s.

The Darlaston operation has increased to 16 vehicles after starting with seven in October 1989. Routes are mainly tendered, but some, like the midibus route from Halesowen to Bromsgrove, are now commercial - this case being a former Hereford and Worcester County Council tendered service.

Fuel savings add to the benefits of midi-bus operation. Two 814s at Darlaston save 100 litres per day compared with Leyland Leopards. Typical consumption being 8 mpg for the big bus against 15 mpg minimum for the new manual gearbox Mercedes.

At least a 10 year life is expected from the new buses.

Central picks Optimo

BOUGHT for private hire and school contracts, this Optimo earns as much as the 53 seat Ford it replaced. Central Coaches, Co Durham, manager Alec Voy said: 'People will pay the extra.'

Named after Mr Voy's four-year-old daughter, Alexandra Jane, the new coach joins the seven-vehicle fleet at Newton Aycliffe. It is a 21 seater fitted with soft

trim and courier seat. Registration H15 VOY is courtesy of the DVLA.

Established by Alec Voy's father, Billy Voy, 30 years ago, Central Coaches gets its name from its location on Aycliffe's main street.

Full-size coaches and two service buses are operated, but Mr Voy believes the coaching future lies in Optimo size vehicles for private hire.



Alec Voy (pictured above right) with brother Simon and Alexandra Jane.

Christmas cheer in Cleveland

SMALLS Coaches, of Stockton, Cleveland is choc-a-bloc with Christmas party work, keeping its new Mercedes 814 very busy.

Partner Ray Small told Coachmart: 'There's a whole lot of work about at Christmas, and we're getting the prices.'

Regarding private hire rates, Mr Small said: 'People are getting wise. I think they're coming round to sensible pricing.' However, he cautioned: 'We'll have to see what happens after Christmas. Round here, too many people are coming into coaching - they think it's an easy life or something.'

The 33-seat Reeve Burgess-bodied Mercedes was acquired from Yeates Bus & Coach after good experience with an A reg 508D. This 19-



seater has been retained despite taking the fleet over Small's three vehicle O-licence - discs are swapped as required. 'It's been a good vehicle, but the only trouble is its top speed of 57 mph.'

Smalls finds the new coach is better suited for long-distance, while offering more seats.

Two other vehicles operated are full-size coaches - a 53-seat C reg Bedford Paramount and a 45-seat Ford awaiting a factory reconditioned engine (the old engine had head-gasket problems). Ray Small's brother Keith is a fellow partner, while Dennis, his second brother, drives.



Volvo order

TO EASE manoeuvrability, London & Country specified a shorter rear overhang on 36 new East Lancs-bodied Volvo D10Ms for use on London Transport tendered routes 78 (Forest - Shoreditch) and 176 (Penge - Oxford Circus).

The two-door bodywork features two-piece upper screen and new style front panel featuring rectangular headlamps.

Although the first examples are in service, delivery of the complete batch will not be completed until February.

How keeping staff happy can help your business



IF, like me, you find that among the eating, drinking, relaxing and dozing of the Christmas period, it leaves time to catch up on contemplation, you may care to ponder a sentence from a presentation at this year's Bus and Coach Council Conference. 'Employees', it was said, 'join you to do a good job; what is it that demotivates them?'

Marksman connoisseurs will know that I believe that job satisfaction is as important as wage levels in keeping staff contented.

It does seem to me that some employers neglect to do things, which have little or no cash implications, which would ensure that drivers went out with a smile on their faces rather than a chip on their shoulders.

Over the cigars and cognac, I would advise you all to contemplate the following check-list.

Make each worker feel he is important - all the time.

Would a coat of paint and/or some tiling improve the toilet and rest room facilities? If it is not possible to keep one driver to one vehicle, does the cleaning system ensure that a driver always has a vehicle of which he can be proud of the cleanliness when he takes it out?

How are drivers treated? Like machines - put them into gear and off they go? In a job where there is no real career path it is essential to compensate by making each man feel that he is important - all the time. Do you, or a manager, spend enough time talking with them about their job, listening to them, meeting them on those

demands which can be met?

Do some of us let devotion to systems over-ride the reasonable requests of workers? (We want you to have cash-less wages and will pay you in £1 coins until you submit approach. This happens, and does demotivate). Or, at the other extreme, is there so little system that it causes demotivation through uncertainty? (e.g. You will find out tomorrow what work you will be doing that day.)

Staff like to be associated with success and to back winners.

The administrative system needs to be fair and reasonable, neither slack nor oppressive, and must be known - perhaps by written 'company rules.' People like to know exactly what their rights and obligations are.

Finally, how is the Trojan Horse? I am amazed at the number of operators who openly speak before employees of 'times being bad,' 'don't know how we can



An effective cleaning system ensures your drivers can be proud of their vehicles.

keep going' - and all that sort of depressing, demotivating, nonsense.

I say nonsense advisedly, as even if it is true it is ridiculous, and self destructive, to pass the depression on to employees. People like to be associated

with success, to back winners; not to be part of a disaster.

So drink with me to a more motivated staff. Keep your depressive thoughts to yourself, showing the face of success and goodwill to all men. Enjoy a contemplative Christmas.

Seeing red over a white December

EACH year I hope for a white Christmas. Not for any sloppy, sentimental, reasons. Rather, that if we must have snow, I would sooner have it on days when the garage doors are locked, no wheels turn, and I am sitting at home by the fireside.

But nature does not work to order. Severe snow wrought havoc to the country earlier in December. As I write, there is one coach 'snowed in' at a Cornish hotel and for two days snow hanging on power lines has made the road headroom such that it was impossible to get even a single deck vehicle

in, or out, of our village.

Needless to say that we have had to survive without electricity (for three days so far) and now the water supply has ceased.

The inventor of hanging wires should have been strung-up.

It seems scandalous to me that an essential supply like water should be dependent on overhead power supply for pumping.

I have had to give the staff

guessed wages this week without computers to do the calculations and, for the same reason, the copy for this article is being handwritten in the light of a log fire and an oil lamp!

It is my earnest belief that the man who invented the concept of hanging wires on poles should, himself, have been strung up. The aesthetics of pylons striding across landscapes apart, don't we have problems enough coping with just the snow and frost without having to simultaneously endure a lack of essential services caused by man's own folly?

BCC speaks out over drivers' cash payments

From Bert Appleyard

SIR

The following letter was sent to Fred Whalley, North Eastern traffic commissioner, after the BCC West Yorkshire Region meeting on December 10.

Following the article in the Licensing and Legal section concerning the retention of the PSV operating licence of Peter Ross (*Coachmart* 617, December 6), the members of the BCC West Yorkshire Region, of which Peter Ross is not a member, wish to

make it clear they do not condone the remarks made by Peter Ross that it is common practice to pay drivers cash in hand.

In view of the remark that you are greatly concerned, we feel that we should write as a body to make our feelings known, and to assure you that this is not the practice of BCC members.'

BERT APPLEYARD
HONORARY SECRETARY
BCC WEST YORKSHIRE
REGION
61 ST MARKS STREET
LEEDS LS2 9EQ

Coaching Day will be bigger and better

From Gerry Topiol

SIR

There seems to be some confusion about the Coach Tourism Council's recent Coaching for Pleasure Day and its place in the Guinness Book of Records.

This was not a commercial event - nobody paid! All members of the public were guests of their local operators, the City of Nottingham and the CTC.

It was the largest day of its kind ever registered with the Guinness Book of Records, before, during and after the event.

The purpose of Coaching

for Pleasure, which will be even bigger in 1991, is to promote coach tourism through the media to the consumer in order to encourage growth for the whole industry.

May I and the other 85 members of CTC urge all the letter writers on this subject and the readers of *Coachmart* to join us in this most unique promotion for tourism by coach.

The cost of joining CTC is £100 for coach operators and £250 for suppliers.

GERRY TOPIOL
116A HIGH STREET
CHESHAM
BUCKS

Nostalgia is alive and well

From G I Millar

SIR

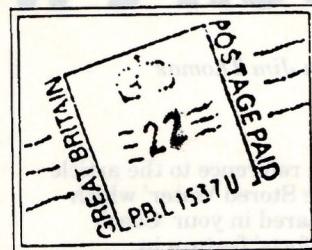
I was fascinated to see the photograph of Malcolm McLachlan's Morris Commercial published in Nostalgia Corner (*Coachmart*, November 29). In 1974 I acquired, and still own, the vehicle which replaced the Morris Commercial in McLachlan's fleet - a 1952 Bedford Olaz,

which had served in David MacBrayne's fleet until 1967.

My Bedford came equipped with original screen painted for the Morris Commercial! It was a long time before I could work out why the names were painted with such a peculiar taper - just visible in your photograph.

G IRVINE MILLAR
54 CASTLEMORE
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The Editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Operators help charity

From Mike Pressley

SIR

The members and friends of the Southampton and District Coach Operators Association would like to thank all of the companies and persons who donated prizes to our successful recent raffle.

The raffle was held on the evening of our 1990 dinner

dance at Brook House Masonic Centre, Botley on November 29. It raised the magnificent sum of £701 which will be used to purchase an automatic drug administering machine for Southampton Hospital.

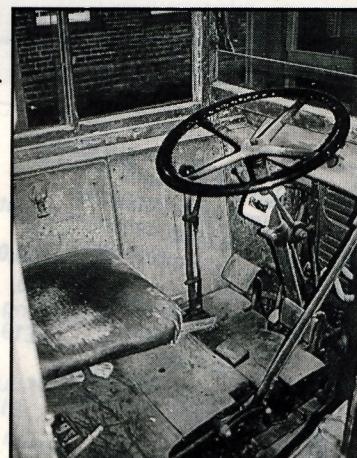
MIKE PRESSLEY
SOUTHAMPTON &
DISTRICT COACH
OPERATORS ASSOCIATION

NOSTALGIA CORNER

FREEZING temperatures and pre-war drivers' cabs don't go hand in hand. Imagine taking the wheel of this Liverpool Corporation 1928 Karrier six-wheeler on a cold January morning.

The cab may be spacious, but the seat lacks any adjustment and the steel rimmed steering wheel would be cold enough to freeze your fingers off. No hope of trying the heater because it doesn't exist. The only hope is to warm up the Dorman 6JUL Mk 1 six cylinder 6.9 litre six-cylinder petrol engine and hope against hope that some heat filters through to the cab. Otherwise it's foot hard down for a mug of tea at the Pier Head.

The vehicle concerned was first registered KD 3185. It is a Karrier WL6 - chassis number 42117 - with 38-seat clerestory roof bodywork built by Liverpool Corporation Tramways. Withdrawn in February 1934, the bus was sold to dealers Huxley of



Whitchurch for £15. After fulfilling a 50-year role as a holiday caravan in the Severn Valley, the bus was moved to Geoff Lumb's Golcar transport collection in Huddersfield.

Introduced at the 1925 Olympia Show, the WL6 is a rigid frame three axle chassis built in Huddersfield. Karrier production transferred to Luton in 1935 following Rootes' takeover in 1934.

Don't worry, our water is safe

From Jim Thomas

SIR

With reference to the article 'Pure Stored Water' which appeared in your 'Coach Comforts' feature in *Coachmart*, November 8, I would like to draw your readers' attention to the misleading use of the word 'irradiated'.

The Ultrastar Combined Water Filters and Ultraviolet Purifiers which have recently been fitted in Midland Scottish Citylink coaches purify water naturally and harmlessly. They work by first filtering the water and then EXPOSING the filtered water to ultraviolet light which kills all known bacteria.

The word 'irradiated', although it was used in the article in its traditional sense, meaning exposure to light or

ultraviolet rays, has unfortunately come to have particularly negative connotations with which we would not wish our product to be associated.

Because of its use in the context of food irradiation, it has come to mean 'exposed to a large amount of radioactivity.' That is why we never use the word when talking or writing about our

water purifier.

J V Water Treatment would like your readers to be reassured that the Ultrastar has nothing to do with radioactive processes. Ultraviolet purification is a natural and harmless process which is recommended by environmental health officers. It is used successfully both in this country and abroad to purify water in many and

varied locations.

JIM THOMAS
MANAGING DIRECTOR
J V WATER TREATMENT
UNIT 1B
SEDBURY TRADING
ESTATE
GRAHAMSTOWN ROAD
SEDBURY
CHEPSTOW
GWENT NP6 7AD

Smoking ban proves popular

From P D Mitchell

SIR

I was interested to read the 'Brief' in *Coachmart* on November 29, regarding smoking on coaches.

For the 1990 season we have operated a policy of no smoking on our Day Break coaches and we did so to test

the reaction from our customers.

This was so well received that we have now extended the arrangement to our 1991 holiday and mini-break programme and indications are that it will prove to be positive selling point.

Our parent company (West Midlands Travel) also introduced such a policy on all

its single-deck vehicles early in 1990 and the situation with regard to double-deck buses generally and double-deck coaches on our London Liner express service is under continuous review.

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ON THE OUTSIDE LOOKING IN

In the fifth in a special *Coachmart* series looking at different aspects of coach operation, Rod Davey takes a look at coach exteriors and comes up with some useful tips to help your business.

MOST coach operators take a great pride in the exterior appearance of their vehicles. As livery designer and partner in Best Impressions, Ray Stenning says: 'Exteriors are important because they say so much about you - not just a pretty paint job, but a visual presentation of your whole business ethos.'

With this in mind, we look not just at liveries, but at most things concerned with a coach exterior. But good looks are not everything,

so we also investigate what must be the most problematic area - window glasses.

As well as going into the technicalities of glazing and solutions to accident damage, we look at the ins-and-outs of the controversial growth of bonded fitment of window glass.

Lights are also a feature of exteriors, giving the design that essential finishing touch, as are paint spraying and wiper fitment. So we also delve into these areas.

But the ease of replacement of accident damage is often in the forefront of our minds when choosing a new vehicle, so this feature also examines the growth in sectionalised bumpers and the economic replacement of lower panels.

We hope this special feature gives a brief flavour of current thoughts on new developments in coach exteriors - focussing on the areas which really matter to coach operators.

Best impressions of liveries by Ray Stenning

WHAT is a livery? It is the identifying uniform your coaches wear - a visual presentation of your whole business ethos, not just a pretty paint job.

It is important because it says so much about you. Make sure it says the right things. It's often one of the first points of contact between you and the customer. Every time your coach is on the road it's one of your best adverts.

It should be smart, professional, welcoming and business-like. It can be bold, dramatic, authoritative, subtle, svelte, sexy or all manner of things. But it must be coherent and purposeful, not the mess of ricocheting stripes and grotesque lettering that so many are. It must inspire confidence in your product, both by passengers and staff. A dull, messy, confusing or bad image is bad for morale, bad for business. It's bad for the environment, too!

If it looks awful, passengers have a low expectation of your performance. Therefore, if you perform badly it will confirm their prejudice. But if your image is good, consumers will be more disposed to forgive the odd clanger you might make - because you are already seen as the good guy.

You know you must have the right coaches for the sort of work you do, the right staff, the right programme of holidays or excursions or whatever - so you must have the right livery. And use it properly. It's part of the packaging of your product. It helps to sell it. It adds value to your organisation and to your



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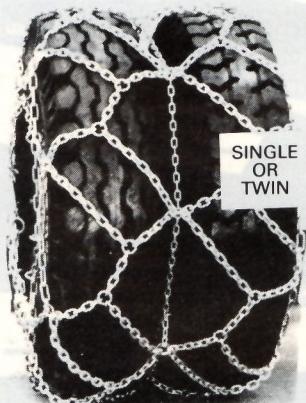
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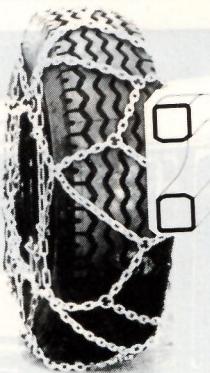
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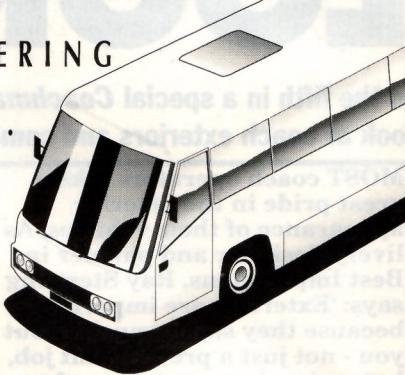
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► product. Invest in a good livery because it is a wise investment, a real business asset, not an unnecessary expense.

A good livery is part of a total marketing strategy. Many goods and services are vying for the public's attention all day long. They need to be shown clearly and concisely what it is you do - why you are essential to their needs - and how confident they can be that YOU rather than the other guy will give them the best service.

And that is true of any position you hold in the market place. If your proposition is that you are inexpensive you should not present yourself as cheap or shabby. If you are going out for the top end of the market with a high quality product your livery must suggest this.

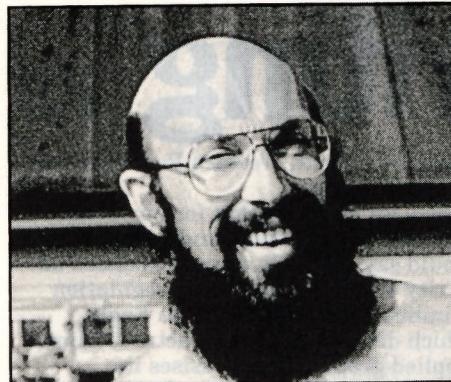
It's not easy to achieve the required effect. It takes expertise, knowledge and skill in design. Which is why you should think very carefully about your livery. You wouldn't bodge your maintenance, would you?

The right livery will help sell your company.

What information should your coach carry? Your name, of course.

The art of graphics can assist in communicating quickly and efficiently. It is a waste of all your effort in organising your proposition to the public if when it comes to put your name before them you choose a graphic solution that conflicts with your chosen marketing stand. Fussy lettering that defies being read is simply money thrown away - who are they? Who cares?

Don't embellish your name with silly meaningless adjuncts. They don't



● **Ray Stenning is a partner in Best Impressions, the design, marketing and publicity specialists for the bus and coach and travel industry, which for five years has produced award-winning liveries for its clients. You can contact him on 081 740 6993.**

enhance your reputation or your image. What is a CITY CRUISER, EUROCRAISER, EXECUTIVE HILINER, VOLVOLINER, EUROCONTINENTAL EXPRESS (I saw that one on a coach taking grannies to the seaside!)?

Incorporate information into the design, so that it doesn't look added on. A golden rule is not to confuse passengers. Clear, concise communication to the target market must always take precedence over boardroom or owners' ego trips.

If you communicate your identity in a muddled and confused manner the public will draw their own conclusions and they won't necessarily be the ones you hoped for.

And when you've got a really good livery, keep to it. Yes, it can be adapted, and may have to be for different

vehicles, if you really know what you're doing - but don't dissipate it or adulterate it. No self-respecting brand would package its product in anything other than its established identity. And they never, never, never let their brand name be presented in any other style than that which they have registered themselves in the public's mind. Look at Heinz, Cadbury's, Kellogg's, British Airways. You can always recognise the name and be confident of it.

And logos. Don't become obsessed with the idea you must have one. I've seen too many convoluted letterforms welded together supposedly representing the company name or bosses initials, or something! Logos should answer a specific need, not be created and then look for a way to use them. And at least they should be pleasant to look at. Usually, it's better to have a strong identity in terms of the graphic representation of your namestyle and stick to it - it becomes your logo.

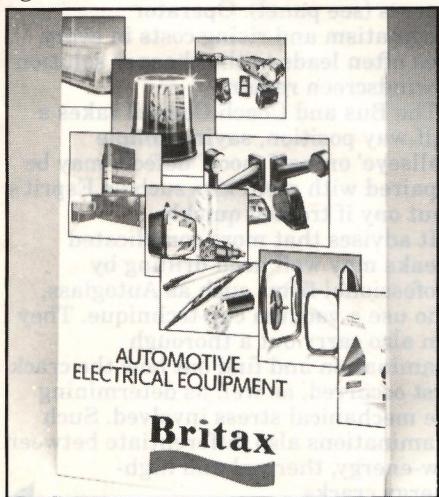
If you have a good livery – keep to it.

How do you get a good livery? If you haven't got the expertise in-house, and few firms can afford to staff an entire department to deal with these matters - and although a managing director has every right to have a part in the decision making, he's wasting his valuable management skills if he starts doodling on envelopes or standing over the paintshop guy directing the brush strokes...

No, you seek expert advice from people who understand design and the part it plays in business, and understand the peculiarities of the industry. I can think of a very good firm.

Let there be light

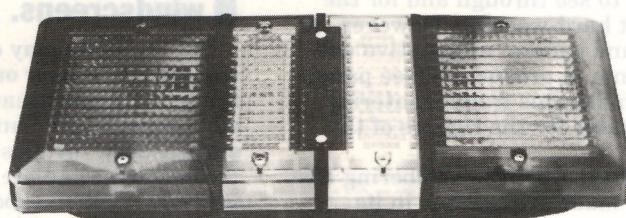
WHEN looking at a coach exterior, lighting fittings can often give a boost to its appearance - no matter what the age of the vehicle.



Although coach liveries are often the most obvious feature of exterior appearance, lighting units

may often play a crucial role in giving that finishing touch. Quite apart from their very necessary and functional role, with the use of high powered halogen lamps and other high-intensity lights taking over from the traditional tungsten, approaches such as flush fitment may enhance the outside image.

Bridlington-based Britax manufactures and supplies a range of bus and coach lighting, as well as electrical equipment and mirrors, often specified as OE by the UK's main bus and coach builders. Its 424 series lamps are available with flush fitment for a variety of applications. With overall sizes



Britax: supplies a range of bus and coach lighting.

of 140mm by 100mm, the range includes positional side lights, reversing, rear and stop lights and direction indicators.

Britax has a rear combination lamp with five functions which is also flush fitting. With an overall size of 390mm by 165mm, it is available for both 12V and 24V systems. And as well as rearscopes and switches, the company supplies wiper equipment. Included are motors with a wide range of sweep arcs and mountings. Its arms are single or pantograph and are available for both flat and curved screens in lengths up to 1,000mm.

Sign-writing vs vinyls

LIVERY designers are often derisory about vinyls - and for their part the vinyl manufacturers prefer to refer to their market as 'applied graphics'.

Traditionally, liveries are thought of as an integral part of the vehicle's image and your company's corporate image. Nevertheless, such liveries do not come cheap. And many operators, particularly of minibuses, have gone for the convenience of vinyls.

There is no doubt stick-on liveries have made a lasting impact on the exterior image of coach and bus operators. An 'applied graphics' company which claims to be the European market leader in the field, Ayrshire-based Millden Eagle, cites its customer list as evidence of its popularity.

It has designed and manufactured liveries for many operators - including Zippy liveries for Ribble; Coachline liveries for Cumberland; Burnley & Pendle's Whizzard livery; Minilynx and Townlynx liveries for Crosville; City Sprint livery for Beeline - and Sheffield Mainline and Eager Beaver liveries for South Yorkshire Transport. Other clients

have been North Western Road Car and East Midlands.

So a lot of the market for vinyls has been the eye-catching, and perhaps some would say gaudy, liveries introduced on to city streets during the deregulation minibus boom. But Millden Eagle, which designs and manufactures Stimur applied graphics, emphasises its competitive prices. 'Being the market leader we can purchase materials at the best prices and pass this on to our customers,' said Millden's Jim Glover.

However, such vinyl companies claim their knowledge of the graphics market extends far beyond that offered by ordinary screenprinting and signmaking houses - who unlike themselves and Best Impressions have not got in-house design expertise. Millden Eagle's services, for example, include screenprinting and full-colour half tone work; transfer processes; die-cutting; and the production of computer-cut graphics.

As well as Beith in Ayrshire, Millden Eagle has a factory based in Staffordshire. The largest part of its output is in pressure sensitive markings.

vinyIs

And its description of its manufactures show how far 'stick ons' have progressed. Its transfer systems include solvent fixed, water soluble and self-adhesive types, along with what are described as 'ceramic and sublimation transfers for rigid substrates'.

Lichfield also produces panels on polycarbonates, with under-surface printing, for illuminated panels. Apart from cylinder presses, cold steel rule die cutting and its own tool manufacturing unit, the Lichfield site has introduced an advanced computerised step and repeat machine. It also has a computerised artwork production system and a reel screeprinting press.

At its Beith works Millden Eagle concentrates on graphic and four-colour half-tone screen printing - and is capable of producing emblems and lettering up to 2,700mm x 1,500mm in one-piece.

Its advanced equipment also includes artwork generation from two Signus CAD/CAM systems - which also produces prototypes and fast small orders for pre-spaced lettering with lots of different type faces.

Look ahead and avoid windscreen damage

PERHAPS the most essential window on the coach is the one which the occupant of the number one seat looks through. So any flaws may be potentially serious, setting the windscreen up for failure when the next stone chip is thrown against it from the juggernaut in front.

Glass is brittle, but it is used because it is easy to see through and for the most part hard-wearing. However, for coaches and general automotive use, refinements in production (see panel) serve to make this fragile material more suitable for the rigours of the road.

It is always worth remembering that anything made of glass has in its surface extremely minute cracks or flaws. These grow if the surface is stretched - and such tensile stresses are set up quite simply by leaning against it, by wind resistance, temperature and vibration - and are therefore largely unavoidable. Thermal cracking with localised 'dishing' may occur, if temperatures quickly vary in a range of about 40 degrees Celsius, with over-powerful demisters, workshop heaters or abnormally concentrated sunshine.

More avoidable are stresses set up by fitment into an incorrect aperture or with the wrong screen clearance. In addition, any scratch from such items as ticket boxes, rings, watches or wiper blades may set up an area of high stress. Often cracks appear later as a result. It's therefore a good idea if

drivers and fitters are told about this - and it's well worth telling them not to lean ladders against glass when cleaning, chip the edges when fitting nor clear frosted screens with hot water.

Try as we may, cracks will always appear in windscreens.

But try as we may cracks and holes will always, sooner or later, come onto the scene. Unfortunately, advice on what to do is often ambiguous. Not surprisingly, the glass manufacturers recommend complete replacement and have reservations about repair kits. They claim that although adhesives like

polyester casting resins fill holes, the screen may be weakened in a safety-critical area.

Glass manufacturers maintain coach windscreens, often with a density of 2.7 glass, are quite heavy - the biggest Triplex manufacture is a one-piece unit for coaches. At 3.84 square metres it weighs 68kg and will be installed in a near vertical position. Also worthy of consideration is the fact that a coach travelling in still air at 70mph, when windscreen curvature is allowed for, sustains wind resistance of a quarter of a tonne.

But replacement can cost more than, £2,000 - not surprising given the complexity of the manufacturing process (see panel). Operator pragmatism and rising costs in every area often leads to the cheaper solution of windscreen repair.

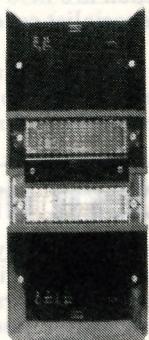
The Bus and Coach Council takes a half-way position, saying simple 'bullseye' or 'half moon' defects may be repaired with resin kits such as Esprit's - but only if treated quickly.

It advises that more complicated breaks may well need drilling by professional firms such as Autoglass, who use a vacuum cup technique. They can also carry out a thorough examination and find out how the crack first occurred, as well as determining the mechanical stress involved. Such examinations also differentiate between low-energy, thermal and high-energy cracks.



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The making of a windscreens

TOUGHENED glass used for side windows is made from heating float glass to around 650 degrees Celsius, pliable enough to be bent, then subjecting it to blasts of cold air. Rapid cooling locks compressive stresses into the glass - making it at least three times stronger than ordinary glass. Perhaps more importantly, the process means the glass shatters into many minuscule and relatively harmless pieces in any impact large enough to overcome its extra strength.

But laminated glass used for windscreens is made from layering a different material in between two sheets of glass. When the Triplex company was formed in 1912, the material was nitro-cellulose, replaced by cellulose acetate until around 1945, when it was changed again to polyvinyl butyral (PVB). Although this did not yellow like its predecessors, accident damage left a dangerously jagged hole.

This problem was overcome as recently as the mid-sixties with the introduction of higher penetration-resistance (HPR) laminates, acting as a cushion between the layers of glass allowing it to give without breaking up.

Laminated glass is made with a cutter scoring the surface of float glass, with gas jets blowing away the waste material, and a chamfer wet-ground on to its edges. The two glass sheets are then mated, after which obscuration bands are applied, acting as a barrier against ultra-violet light and protecting the bonding adhesive. Although it's heated to 600 degree Celsius to curve the glass on shaped jigs, it is slowly cooled to maintain its laminated, rather than toughened, characteristics.

The windscreens are then fixed with a sheet of HPR-PVB in between - in a clinically clean air-conditioned room. Any air between the layers is removed by rolling or evacuation. It is then heated and put under pressure to remove any opacity - after which it is inspected and checked for optical quality.

Tinting is introduced by impregnating the vinyl interlayer or by adding to the raw materials of the glass itself. Green tints are produced with iron in the mix with selenium giving a bronze tint.

Pilkington's Triplex division has introduced Hotscreen with filament wires which are finely crimped to cut out reflection. Although this method is very effective for keeping windscreens clear, it draws a lot of energy - with around 550 watts required for each square metre of glass. The system draws 22 amps in a 24V supply and 45 amps from a 12V supply.

Nationwide coach glass service

AUTOGLASS Coach and Bus provides a glass service for the industry with 150 branches nationwide.

All have facilities to replace general bus glasses while 25 strategically placed coach branches are equipped to handle all vehicles. These facilities include wider access and specially designed lifts to work on larger vehicles - with specialist coach staff who have received training from the major coach builders.

Each branch is fed on a weekly basis from Autoglass's Leicester-based distribution centre and at any time stocks worth around £10 million are held throughout its network. If required the company will locally stock specialist coach and bus glasses for its customers.

The service is available 24 hours on seven days a week by calling Freephone 0800 363636 - and it also supplies a mobile service for coach and bus operators. This includes carrying out work at locations such as coach parks and motorway service areas.

Moving ahead with modern methods

DESPITE many operators preferring gasket glazing to direct bonding, bus and coach manufacturers appear to be moving ahead with the more modern methods.

So if we're in an age of catering for the market rather than providing our product come hell or high water, how can this be? The answer is technically complex, but in essence lies in the tendency for larger windows and a growing demand for 'panoramic vision' on coaches. The downside is replacement is more complicated and may result in more downtime and expense.

On the other hand, it is often thought that traditional minimalist rubber gaskets are quicker to replace - and the job is so simple the yard cleaner can be given the task.

In an attempt to get an independently expert view on why progressive glazing was more baroque, *Coachmart* asked Autoglass bus and coach product manager Steve Pitwood Brown. 'Direct glazing is used for appearance, inbuilt strength, weight reduction and aerodynamics. Furthermore, double-glazing on side windows is only really achievable by using direct glazing methods,' he said.

Some of the most important advantages of directly bonding glass on to the coach body lie in the virtual reduction of water leaks, the reduction in wind noise - and styling improvements due to the ability to insert the glass flush with the bodywork. Less apparent is the substantial improvements in structural rigidity by making the glass an integral stressed part of the vehicle structure.

Mr Pitwood Brown was adamant bonded screens are as quick to replace. 'When a bonded glass windscreens is damaged it can be easily carried out within the same down time as it took to replace screens with the old rubber gasket.'

Using the fast curing Gurit Essex two-component polyurethane-based adhesive system, it is possible to drive the coach away an hour after fitting the screen. And this is without sacrificing the integrity of the vehicle or running the risk of a front, side or rear screen detaching itself from the body when being driven away.'

But preferred bonding methods vary throughout the industry. Van Hool

subsidiary, the shortly-to-be-renamed LAG Bus, prefers slow curing at the factory and quick curing for aftersales repair. Its Eos coach has what it describes as 'bolted' windows, apart from a conventionally bonded rear glass. Windows are fixed with allen screws passing through the glass and inner and outer casings, with a moulded rubber cover and just one thin sealant being applied on to the outer edge.

'Our methods, which are rather like domestic double-glazing, have been proven in the German roll-over test,' said UK after-sales manager Peter Muggleton. 'When the new Eos coach was tested, only the low side windows were affected - all at the high side were still in place and undamaged.'

Replacement glass on the Eos can be fixed by two men in as few hours, then curing may take between two and three hours - depending on the temperature and the moisture content in the air. It takes about one-hour to fix a side window.'

Kassbohrer Setras are originally bonded with the Solbit cable system, a coiled bond containing two copper wires which is stored in a deep-freeze. UK workshop manager Don Booth said the company uses a special machine for fitment. 'An electric charge is passed through the coil which softens it. It is then placed around the window aperture, the glass is put into place, and another electric charge is applied for an hour and a half. This then bonds the window to the body,' he said.

Windows are replaced by using cheesewire, pulling the screen out and scraping out the old bonding material. The process is slightly longer than a new cold bond using proprietary adhesives - five hours cure time is advised, so the vehicle is off the road for a day.

However, Kassbohrer only uses its Solbit method if Autoglass isn't available in time, which isn't very often. Autoglass uses a cold bond called Bettabond. 'We prefer to go for Autoglass' specialist skills and use our own skills elsewhere on any mechanical work,' said Mr Booth. The Bettabond process takes four hours in total, as opposed to eight hours, and is used by the parent company in Germany for a faster turn around for window replacement work.

Autoglass operatives' skills in cold

bonding are often the reason for preferring the Bettabond method. Although it takes longer, the advantage of the Solbit system is it gives a nice, even finish when in non-specialist hands. But the cold bonding system requires more specialist skills, as it is applied with an electric squeeze gun, mixing two different bonding agents and ejecting the material from a single nozzle. Inexpert application may result in ripples and smears.

Another point is a premium is charged on Solbit bonding, which is a more expensive. For a windscreens replacement this could be between £40 and £50: 'It

depends on what the operator wants,' said Mr Booth. The cold bonding method is also used by Jonckheere. 'Bettabond cold bonding is used by most European manufacturers - it is quick setting and only takes two hours to cure,' said Jonckheere UK after-sales manager Peter Copperwheat.

So bonding is undoubtedly a little more complex than traditional gasket glazing. But given recent trends in body design it seems largely unavoidable. However, improved water-tightness and body strength, as well as the lack of wind-noise, are plus points which cannot be ignored.

One-piece and sectional bumpers

COACH and bus builders and designers are rapidly being forced into the conclusion replacement costs for accident repair, and the associated downtime, matter a great deal to operators.

Bumpers are particularly prone to the occasional shunt when in heavy traffic, especially at the rear. So Reeve Burgess has introduced a six-piece sectionised rear bumper to its Beaver bus body. Responsible for the company's bus sales, Rick Betton said: 'The main area of accident damage is at the corners. Operators are demanding such parts in sections to cut down time off the road.'

Optare's product range has already been completely converted to sectionalised lower body parts. 'We haven't always produced them - but have implemented them in response to customer comments,' said sales administrator Steve Johnson.

'Our three-piece bumpers are more cost-effective than the previous designs in one-piece. And to the same ends we've additionally sectionised the most vulnerable areas on the lower skirt panels.'

This Leeds-based company first introduced the concept on its StarRider range - and has followed this with the

CityPacer and MetroRider. When it introduced its Delta bus to the market, the first British-built PSV to feature Alusuisse construction, the company was totally committed to sectionalisation for easier accident repair.

'The operator now demands a vehicle which caters for minor accident damage to reduce outgoings,' Mr Johnson said. 'And because sectionalised bumpers are smaller and easier to handle they are taken off and repaired more often.'

Optare's parts manager Dougie Grice explained: 'The one-piece bumper for the CityPacer in 1989 was quite expensive at £274.81 ex-VAT. Now the corners, which are the most prone of all to bumps on the road, cost £98.57.'

The centre section costs £80.92 - so nearly two years on the lot costs about the same. Even for the full-size Delta bus bumper corners cost £80.55 and the centre sections £110.55. Smaller parts are easier to handle and store for the company's aftersales service. In addition, transport costs have dropped by about half.

'Operators also keep more spares in stock for the same reason,' added Mr Grice. 'A damaged section is immediately replaced and, being made from GRP, the damaged section is repaired and put back into the store room ready for the next bump.' Furthermore, Optare claims it can deliver such replacement parts anywhere in the UK in less than 24 hours.

Wiper repair

AS well as supplying its wipers as OE to Leyland DAF and Reeve Burgess, Dudley Screenwipers, of Redditch, undertakes windscreens repairs on site.

Established in 1924, Dudley specialises in the design and production of heavy-duty wipers for buses, coaches, trucks, military transport and more recently, for earth-moving equipment. Bigger vehicles with larger windscreens require a maximum clean area for the worst conditions. The company has grown with the vehicle industry and claims to have an in-depth knowledge of the market's demands.

Its product range is constantly expanding to include prestige cars such as Lotus and Aston Martin, together with wiper equipment for the Hong Kong Mass Transit Railway System. Dudley has engineers able to advise and assist builders in the early stages of vehicular design.

Glass on the side

'THE necessity for the use of correctly toughened safety glass in body side windows cannot be overemphasised,' says Russ Burns of Pygloss, one of the major suppliers of Autoglass.

The minimum standard for side window glass in PSVs which are solely being used in the UK is BS857 - but for continental Europe it is an 'E' mark to regulation 43. Such standards apply whether the glass is framed, gasket glazed or bonded, and whether or not it is single or double-glazed.

Single glazed units are either 4mm, 5mm or 6mm, depending on the type of application, and can be of clear or tinted glass. Double glazed units are usually made from two 5mm leaves of glass with a 6mm air gap in between, although any combination can be used both in terms of glass thickness and tint.

Requirements for different side glass vary with cost, appearance, solar control and vision requirements - but advice can be obtained from any reputable glass processor,' said Mr Burns. He added that additional requirements may also be specified. These may range from silk-screen printed obscuration bands, used to block out ultraviolet light which may interfere with direct bonding agents, to logo printing and sandblasted circles for fire extinguisher glass.

Paint spray service

EXPANDING business has led GT Commercials to move from its Bradford premises to a larger site in Leeds.

GTC's Hunslet site can handle large and small vehicles - buses and coaches can be stripped and prepared prior to being moved into the paintshop area. The company claim any size PSV can be accommodated with ease. Buses and coaches play a big part in the business and a skilled staff are on hand capable of applying any livery specified.

Not being tied to any manufacturer, GTC uses many different makes of paint. The company provides an in-house paint mixing and tinting service and claims it can provide a fast and efficient service using traditional or new painting systems.

Useful contacts

Autoglass Coach and Bus, Technical Services Department, Kitson Street, Tingley, Wakefield WF3 1LB. Tel: 0532 523622.

Best Impressions, 15A Starfield Road, Shepherds Bush, London W12 9SN. Tel: 081 740 6993.

Britax (PMG) Ltd, Bessingby Industrial Estate, Bridlington, North Humberside YO16 4SJ.

Tel: 0262 670161.

Bus and Coach Council, Sardinia House, 52 Lincoln's Inn Fields, London WC2A 3LZ. Tel: 071 242 0053.

Dudleys Screenwipers, Hepworth House, Brook Street, Redditch, Worcestershire B98 8NF. Tel: 0527 63057.

GT Commercials, Commercial Vehicle Paint Sprayers,

Sayner Lane, Hunslet, Leeds LS10 11S. Tel: 0532 440330.

Gurit-Essex (UK) Ltd (Pygloss), 1B Gresham Road, Bermuda Industrial Estate, Nuneaton, Warwickshire CV10 7QR. Tel: 0203 370333.

Millden Eagle Ltd, Stimur Works, Willowyard Industrial Estate, Beith, Ayrshire KA1 5JD. Tel: 050 55 4681.

Weekly report on law and the coach operator By Michael Jewell

LEGAL NEWS**DTp shelves new licence proposals**

THE Department of Transport has decided to shelf proposals dictating which type of vehicle the PSV driving test should be taken in (Legal News, Coachmart December 6) for three years.

The postponement to April 1994 is intended to give training organisations more time to phase out their existing vehicles.

Christopher Chope, Minister for Roads and Traffic, said: 'It is evident from representations made by the training industry that the introduction of minimum test vehicles from April 1, 1991 would cause severe financial hardship for many organisations who would have to obtain new vehicles very quickly. Postponing the introduction of the requirements for three years will give training organisations time to phase out existing vehicles.'

New proposals in line with EC.

The new proposals are part of the drive to bring the driver licensing system in Britain into line with EC requirements. This requires member states, including Britain, to produce a single driving licence in an EC model format.

Under the proposals, now due to take effect on 1 April 1994, category D tests, which cover all rigid buses over 17 seats, would have to be taken on a nine metre coach capable of at least 50mph.

But one change to PSV testing is now scheduled to take place from 1 April 1991. From that date, tests for drivers of all rigid buses may be taken in vehicles of not less than 8.5metres without any requirement as to speed capability.

All other EC driving licence harmonisation proposals are also due to come into effect on 1 April 1991.

* Details on the proposals can be obtained from the enquiry unit at the Department of Transport on 0792 782113.



SOUTH Wales traffic commissioner John Mervyn Pugh handed out copies of a *Coachmart* article to put five new operators on the right road.

As the five were given their O-Licences at Cardiff, they also collected a copy of 'Be Safe, Be Sure, Be Successful' - an article giving advice for new operators the West Midlands area, where Mr Mervyn Pugh is also traffic commissioner.

Mr Mervyn Pugh once again handed out stern advice about safety inspections and speeding - both problems which have brought other operators to inquiry in the past.

The operators getting the advice were E G Jones and I L and R I L Evans, trading as Llani Taxis, of Llanidloes, Powys, granted a restricted licence for two minibuses; A N Grisedale and R S Hart, trading as Venture Travel, of Cardiff, granted an international licence for



Coachmart feature was part of commissioner's advice.

seven double deckers and seven single deckers; S R and A Williams, trading as Steves Minihire, of Morriston, Swansea, granted a restricted licence for two minibuses; Havermoon Ltd, trading as A & M Transport, of Pontardawe, Swansea, granted a national licence for three minibuses and one single decker; and Mr A J Paget, of Sarn, near Bridgend, granted a restricted licence for two minibuses.

Mr Mervyn Pugh added to the advice in *Coachmart* by telling the five that by applying for a licence, they had signed a statement of intention. It was important to remember that they were carrying passengers, and that people assumed that the vehicles that they got on were safe.

Operators should remember that servicing was not a safety inspection, and that every public service vehicle had to have regular safety inspections. Mr Mervyn Pugh recommended that the maximum interval between such inspections be six weeks, and warned against mileage-based safety checks.

Giving each of the operators a copy of the "Coachmart" article, Mr Mervyn Pugh said that they would be invited to a new operators' seminar where they would meet senior representatives of the DoT's Vehicle Inspectorate and enforcement staff. He suggested that they bring their drivers with them.

Pride of the Road vehicles cut

BARNSTABLE-based Pride of The Road Ltd has had its O-Licence cut from 26 vehicles to 22, and had it prematurely terminated by North Eastern traffic commissioner Fred Whalley.

Pride of the Road Travel had sought to increase the licence to 32 vehicles, but it now expires at the end of December, instead of at the end of October 1992.

At the start of a Leeds disciplinary inquiry, Mr Whalley said that there were two matters he wanted to deal with. One was the question of prohibitions and convictions and the other was the company's reputation. He would not be able to deal with

the latter at present, as the company had not had the documents relating to the question of reputation served upon them.

That was an unsatisfactory state of affairs, said John Backhouse for the company. The letter calling it to the public inquiry said that the commissioner would be concerned with prohibitions, convictions and any other relevant information... but the latter was not available.

It was believed to relate to the outcome of the Industrial Tribunal decision relating to a former transport manager, sacked for bad attendance and general conduct. He was found to have been unfairly dismissed, but the tribunal made a nil award of compensation.

Rejecting a request for an adjournment until all the evidence could be taken together, Mr Whalley said that he did so in the interests of public safety. He was not concerned with the tribunal case. It was not something he would take into account as 'relevant information.'

DTp vehicle examiner Anthony Fielding said that he had conducted a maintenance investigation at the Barnsley depot. He inspected 13 vehicles, issuing three immediate prohibitions, one delayed prohibition and three defect notices.

The condition of the vehicles, and defects found on a vehicle presented for test in October, indicated that there was no preventative maintenance in operation. ►

Weekly report on law and the coach operator By Michael Jewell

There appeared to be no regular inspection system in force. In some cases there had been no inspections since March and April, even in respect of new vehicles. There was nothing to show that maintenance was anything but remedial.

Mr Fielding said that the local service vehicles were old and local service operation was an arduous job. Those two factors made it vital for there to be proper preventative maintenance.

There had been several investigations.

The company had been maintaining its own vehicles since 1982. There had been several investigations. The Vehicle Inspectorate's district manager had a meeting with the directors in 1987 and a warning letter was issued in 1988. A good deal of Ministry time had been spent trying to bring Pride of The Road vehicles up to standard.

Questioned by Mr Whalley, Mr Fielding said that in some cases the defects appeared to have been there for some time. They were not the sort of defects to happen overnight. They should have been picked up when the vehicles were last inspected.

The defects were present on the vehicles while they were in service. Either vehicles were not being made available for inspection or the fitters were not doing their job properly. The vehicles had not been properly maintained and as a result they had been operated in a dangerous condition.

In reply to Mr Backhouse, Mr Fielding said there were dates, mileage and signatures of the inspectors missing from the inspection records. The company had told him that fitters were never put under any pressure, but the fitters had said that they were sometimes put under pressure to get vehicles out.

After examining inspection records produced, Mr Whalley said that there were a number of significant gaps and many inspection sheets weren't completed.

DTP vehicle examiner Peter Mackay said that he had carried out a maintenance

investigation at the Huddersfield depot. He inspected 12 vehicles and issued three prohibition notices listing four immediately dangerous defects and five others. Eight defect notices were issued for a total of 36 items.

The condition of the vehicles was unsatisfactory. He issued an immediate prohibition notice to one of the company's vehicles in June at the scene of an accident. There were two immediately dangerous defects and three other items.

He was told that inspections were carried out every four weeks... but the inspection sheets were not dated. Mileage was not entered and they were unsigned. There was a well-equipped workshop, with three skilled and two semi-skilled staff. With the equipment and number of staff, the vehicles should have been well maintained. There had been a previous maintenance investigation in April and there were still defects present in September.

In reply to Mr Whalley, Mr Mackay said that all the vehicles inspected, apart from one, were taken straight from service. He had pointed out the shortcomings in relation to records to the company in April, yet there had been no change. Defects found on the vehicles were a danger to the public.

Senior traffic examiner Bryan Walscher said that in 1986 a driver employed by the company, Mr G Lockwood, was convicted of failing to take weekly rest on five occasions. Mr Lockwood had been employed by the

National Coal Board and opted to work part time for Pride of The Road.

In July 1985, the NCB wrote to Alan Platt, one of the directors, bringing to his attention that Mr Lockwood was one of their drivers. They asked for the tachograph charts relating to Mr Lockwood's work to be forwarded to them, as required by law. The NCB alerted the Traffic Area to the situation because they did not receive the tachograph

Maintenance was planned using a wall chart.

charts. Traffic examiners eventually collected the tachograph charts relating to Mr Lockwood from Pride of The Road. Those charts revealed the offences.

Mr Backhouse said that the company had no record of being convicted by the Thorne Magistrates in 1985 for having no excise licence.

Wilfred Moston, a director, said that he was in charge of the Huddersfield depot. The Barnsley depot was supervised by Mr Platt. The company were in the business of local services, school contracts and hire.

They needed 29 vehicles overall, 17 of which were used for local service work. Two of the services were subsidised, the rest were commercial. Maintenance was planned using a wall chart. Inspections were carried out regularly every four weeks. Pit facilities had been opened up at Huddersfield two weeks

previously and they had 24-hour cover for repairs.

The person carrying out the inspections had been changed. The company had previously had a driver defect reporting system using a board. Since the investigation, a nil driver defect reporting system had been introduced, backed up with the board. The Freight Transport Association were carrying out a maintenance audit for each depot, and that arrangement was in place.

Mr Whalley commented that on one inspection sheet, a mechanical hand brake had been ticked off when the vehicle concerned had an air brake system. How could he regard the records as real if someone inspected something that did not exist? He was not at all confident that the records were reliable.

Cutting the licence, and refusing the variation application, Mr Whalley said that though it would be inappropriate to revoke the licence, he believed that there should be some penalty. He warned that before he would consider granting a fresh application for a licence he would need to be satisfied that the company were of good repute and had adequate financial standing.

Taylors licence cut by Ashford



TAYLORS
Coaches
(Bermondsey)
Ltd has had its
O-Licence cut
and shortened

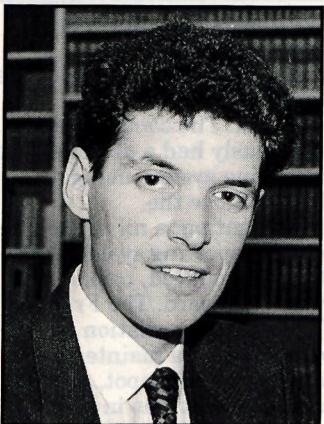
by the Metropolitan traffic commissioner, Air Vice Marshall Ronald Ashford, at a public inquiry in London.

The company had been called to disciplinary proceedings because of an adverse maintenance report. After considering the evidence, Air Vice Marshall Ashford cut the authorisation to four vehicles and prematurely terminated the licence so that it now expires at the end of August 1991.



Pride of the Road: maintenance problems despite regular inspections and new facilities.

New deals, discounts, attractions, tips...New deals, discounts, attractions, tips...



Nigel joins Leeds Castle

NIGEL Philpott is joining Leeds Castle in Kent as its marketing executive.

He is 26-years-old and joined Banbury Compton as assistant to the marketing director after graduating in marketing with honours from the University of Lancaster.

After travelling around the world for over a year, Nigel said: 'I'm looking forward to help market the loveliest castle in the world to both consumer and corporate sectors.'

For more information on Leeds Castle, phone 0622 765400.

Celebrating our 'Enry

NEXT year will be the 500th anniversary of Henry VIII's birth - and English Heritage has a number of special themed events to mark the occasion.

Held at the properties associated with the Dissolution and Fortification periods of his reign, Heritage will be organising living history events such as falconry, Medieval combat and period plays.

Most important dates are:

15-16 June at Porchester Castle - 'Life in a Medieval Castle' by the White Company;

6-7 July at Pendennis Castle - 'The Life and Times of Henry VIII';

6-8 August at Carisbrooke Castle - Music and dancers.

Discounts for groups of 11 or more. Full events list is available from Tim Martin on 071 973 3421.

Dame Vera Lynn 'blitzes' Coventry

FORCES' Sweetheart Dame Vera Lynn opened the Coventry Blitz Experience and heard Neville Chamberlain announcing the outbreak of War.

The walk-through exhibition recreates the Blitz on Coventry in November 1940 - with sights and sounds of one of the most devastating air raids in modern history.

Other sets include a bombed factory, an air raid shelter and an air operations room. There is also a display of military vehicles including Monty's Humber 'Victory Car' which took him to Berlin at the end of the War.

'I'm delighted to be back in Coventry and the Blitz exhibition has brought back a lot of memories,' said Dame Vera. 'The people of Coventry went through an awful lot. I think youngsters need to have a look at the exhibition and realise what their



parents and grandparents went through to give them what they've got today.'

The Coventry Blitz Experience is a permanent additional feature of the Museum of British Road

Transport in Coventry. Open daily between 10am and 5pm, admission prices are £2 adults, £1 for children - with reduced rates for groups.

Further information on 0203 832425.

Professor Burp at Chessington



INSTABILITY in Romania will not stop Chessington World of Adventures opening its perception of the famous Transylvanian region next year - Professor Burp's BubbleWorks.

But this musical water ride looks more like Willy Wonka's Chocolate Factory than any scene from vampire country - with 40 boats travelling past fizzy pop factory scenes and a mirrored fountain finale. More akin to the Transylvanian theme was this year's Vampire ride - billed as Europe's first hanging roller coaster.

More information is available by ringing Chessington World of Adventures on 0372 725050.

1990 Travel Market sets new record

A TOTAL of 47,904 visitors attended the record-breaking eleventh World Travel Market in London - some 7,676 more than in 1989.

The 1990 event was also host to a record number of exhibitors. More different companies took part, 621 more than the year before, with a total of 3,175 setting up their stands.

Next year's event will be held at Olympia again from November 26 until November 29 - but in 1992 it will be held at Earl's Court for the first time, from 17-20 November 1992.

Further information on 081 948 9800.

COACHES WELCOME AT CHRISTMAS



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TRADE SALES – Contact **Sally Wright**. **PRODUCTS & SERVICES** – Contact **Andy Tomblin**. Display: £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.

APPOINTMENTS – Contact **Christine Bunting**. Display: £12 per single column centimetre. 20% repeat discount.

COACHES WELCOME, MEALSTOPPS, FEATURES – Contact **Ruth Kitchen**. Display: £11 per single column centimetre. Series discounts available. Please phone for details.

Copy deadline: 1pm Tuesday for Thursday's issue. **Cancellation deadline:** 11am Tuesday.

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(15949/BB)



BEDFORD

1980 W BEDFORD YLQ

45 seater, Dominant II, tested April '91, very good condition throughout, express doors, radio, PA.

1974 PRIVATE PLATE BEDFORD YRQ

45 seater, Dominant I, tested July '91, power door, radio cassette, PA, side lockers, recent retrim, new gangway, lino fitted, excellent condition.

Also set of 45 excellent seats for Duple Dominant.

For details

Tel. 0437 890230
(South Wales)

(15540/BE)

1956 41 SEATER S.B. 300

Excellent original condition, less than 500 miles since last full PSV MoT, engine completely rebuilt 2 years ago.
£2,600 + VAT.

Telephone: 06943 226

1984 BEDFORD YNT PARAMOUNT

53 seater. Radio/PA/Cassette. Limiter fitted, private plates, MoT to May 91.

£25,000 + VAT

Tel. Windsor 0753 860131
(15955/BED)

B REG YNT LASER II. Exterior: white and blue with tinted windows. Interior: 53 seater, fully moquette in two-tone grey with red relief. MoT'd and taxed to 28/7/91. Vehicle's condition must be viewed to be appreciated.

£27,000 ono + VAT
0253 792222 or eves 0253 403985 (Blackpool).
(15873/BE)

LEYLAND

1983 LEYLAND TIGER 245

Plaxton 3500, 50 recliners, double glazed, 6 speed ZF, tested until May 1991.

BEST OFFER around £27,000
Telephone: 0723 375229

(15978/LE)

1981 LEYLAND Leopard Plaxton body, 53 recliners. ZF box, 12 months MoT, taxed, good condition throughout. £18,000 ono + VAT. Tel. 0226 744344.
(15940/LE)

1983 LEYLAND TIGER 245

Plaxton 3500, 48 r seats, sunken toilet, water boiler, double glazed, Webasto, MoT Feb '91, sold with new 12 months ticket.

£35,000 + VAT ono
Tel. (0767) 312213/ (0860) 465029
(15887/LE)

1979 LEYLAND LEOPARD DOMINANT II. 53 seats, first reg 8/3/79, MoT 8/5/91. £10,500 ono + VAT. Tel. 066 477 284.
(15811/LE)

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LEYLAND 680 Horizontal engine.

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(15948/AEC)

1976 AEC PLAXTON SUPREME. First reg 1/4/76, MoT 24/7/91. £5,000 ono + VAT. Tel. 066 477 284.
(15812/AEC)

BEDFORD

BEDFORD

Bedford 35 Seater
MoT April '91, taxed.
Very good condition throughout.

£15,750 + VAT ono

Tel. 0602 297654
(15807/BE)

1984 BEDFORD YNT DUPLEX LASER, 53 seater, PA, radio, side lockers, first class condition. Must be seen, MoT March '91, £23,500 + VAT. Larratt Pepper & Sons Ltd. Tel. (0709) 892153.
(15944/BE)

BOVA

BOVA EUROPA, full executive, 1 year's MoT. £22,500 + VAT. Tel. 0388 608180 (Co. Durham).
(15819/BO)

1982 (X) BOVA EUROPA, 52 recliners, super condition, tested to August 1991, unlettered, full service history. £26,000 + VAT. Tel. 0964 527412.
(15883)

FORD

1979 FORD 53 seater Moseley Caetano, new test Nov '91, £5,000 + VAT. Tel. (0823) 680288.
(15610/FO)

1978 FORD R1114 PLAXTON. 49 seats. First registered 1/2/90. MoT 30/3/91. Seats retrimmed March '90. Radio. £5,500 + VAT. Tel. 0664 77284.
(15544/FO)

1979 FORD PLAXTON, 53 seater, very good condition for year, MoT August 1991. side lockers, tinted windows. £7,500. Tel. 029671 3201/3775. Howlets, Winslow, Bucks.
(15924/FO)

DAF

1983 MB 200 DKFL EXECUTIVE with toilet, driver's bunk, TV, video, coffee machine, 44 seats (+ 2 spare), 45 tables, 191,000km, MoT April 1991. Offers over £38,000. Tel. 029 671 3201/3775. Howlets, Winslow, Bucks.
(15922/DAF)

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FOR SALE

Choice of 1984 and 1985 Plaxton Paramount 3500. 245 Leyland Tigers, 48 recliners, toilet, drinks, radio cassette P/A, Webasto, curtains, ZF manual or semi auto gearbox available.

From £38,000 + VAT

Tel: 0532 310596
(15550/LE)

1985 B REG LEYLAND TIGER 245

with High Deck Duple Caribbean Body. 51/53 reclining seats, demountable toilet. Continental entrance ZF gearbox. Immaculate condition. Choice of 4. All will be sold with new MoT valid till Dec 1991.

£44,000 + VAT

Contact Mr A R Jones or Mr G Hudston

W Robinson & Sons (Tours) Ltd, Park Garages, Gt Harwood Blackburn BB6 7SP Tel. (0254) 889900
(15885/LE)

LEYLAND LEOPARD, 57 seater, MoT November 1991, Paramount front, lovely condition. £5,750 + VAT. Tel. 0388 608180.
(15820/LE)

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1985**MERCEDES 608D**

21 seater midi coach, c/w Radcliff Welfare lift, Devon conversion, 92,000 km from new, MoT May 1991.

£11,750 + VAT**Tel. 08687 47258****Fax 08687 40441**

(15952/MER)

1986**MERCEDES 0303**

Mercedes body, 49 recliners, Webasto, WC, bunk, double glazing etc.

£63,500 + VAT**PART EXCHANGE CONSIDERED****Tel: 0223 870220****(CAMBS)**

(15926/ME)

1989
MERCEDES
609D

Europa, 21 seater, low mileage.

£23,500 + VAT**Telephone: 0723 375229**

(15979 ME)

1986
MERCEDES 609D

Reeve Burgess, 19 seat coach with boot, MoT 7/91.

£10,500 + VAT**Tel. 0473 232600****Suffolk**

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NEOPLAN**NEOPLAN SKYLINER DOUBLE-DECK 1984**

New 12 months certificate of fitness, blue interior, white/orange/blue exterior, very tidy vehicle.

Mercedes Benz V12, with 6 speed ZF gearbox

£45,000 + VAT**Tel: (0928) 564515**

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49 seater, new MoT. Part exchange considered, preferably double decker.

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(15925/SB)

FORD, 45 seater Willowbrook, 1 year MoT, tax February 1991, recent new Ford turbo engine fitted, clean and tidy. **£1,350 + VAT**. Tel. 0245 320134.

(15823/SB)

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5, SCANIA K112 T's FOR SALE
PLAXTON 4000, YEAR 1986, 71 SEATER IN WHITE

£65,000 + VAT EACH**FOR FURTHER INFORMATION:****0563 22551**

(15521/SC)

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TAKE YOUR PICK...

Year	Model	Seats	Price
1988	Leyland Tiger 290 Junc. P50, TV/Video, WC, Air Con.	48	£85,000
1988	DAF 2300/Duple 340, TV/Video, WC, Radio/PA	53	£65,000
1987	Mercedes/Plaxton 3500, TV/Video, dem. WC	55	£76,000
1987	DAF/Caetano 11.6, Radio/PA	53	£73,000
1985	Neoplan Skyliner, TV/Video, WC, Kitchen	77	£73,000
1983	Bristol LHS/Plaxton 3500, Radio/PA	33	£21,000
1983	DAF/Plaxton 3500, Radio/PA, Side Lockers	51	£42,000
1982	DAF MB 200 DKTL/Junc. WC, TV/Video, Radio/PA	53	£39,000
1982	MAN SR 280, WC, Kitchen, Radio/PA	48	£35,000
1980	Leyland Leopard/Duple Dom II, Radio/PA, new COF	51	£13,000
1978	AEC/Plaxton, Radio/PA	53	£ 9,000

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1989	S 215 HRI (Rational), dem. WC, TV/Video, Radio/PA,	49/53	£113,500
1989	Central Locking, Warranty, choice of 2		

1989	S 215 HRI (Rational), dem. WC, TV/Video, Radio/PA,	49/53	£108,500
	Central Locking, Warranty, choice of 2		

1983	S 215 H, Kitchen, TV/Video, Radio/PA, warranty	49	£ 48,000
1983	Warranty, choice of 2.		

1982	S 215 HD, Kitchen, TV/Video, Radio/PA,	49	£ 62,500
	Warranty		

New vehicles available ex stock for next season plus limited number in build. Just ask for list.
Please note: Year of registration does not necessarily denote year of manufacture.

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£39,000 + VAT.

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0375 670163 nights



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(33156/VO)

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LEFT HAND DRIVE BUSES
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VOLVO B58 ARTICULATED**

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All can be supplied as "chassis"
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All can be supplied "as is" or
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Buy yourself a Christmas present!!!

1990 VOLVO B10M VAN HOOL ALIZEE

Air conditioning, 49 reclining seats, toilet, tea coffee machine with sink, fridge, decorative curtains, carpets to gangway and entrance, aeroplane lockers, radio cassette/PA, MoT March '91.

£92,000 + VAT

1989 VOLVO B10M VAN HOOL ALIZEE DH BODY

Air conditioning, 49 reclining seats, toilet, tea/coffee machine, with sink, fridge, decorative curtains, carpets to gangway and entrance, driver's bunk, aeroplane lockers, radio cassette/PA, TV and video, MoT March '91.

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**1982 PRIVATE PLATES VOLVO B10M
SUPERHIGH BERKHOFF EVEREST.** 49 recliners plus courier, toilet, TV/video, coffee machine, Webasto, bunk, curtains, current MoT, good condition.

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**1988 E REG VOLVO B10M PLAXTON
3500 Executive coach, 47 or 53 reclining
seats, centre toilet, servery, continental
door, blinds to side windows, courier
seat, immaculate condition, MoT December 1991. £78,500 + VAT -
would consider part exchange. Tel.
0260 276667.** (15536/VO)

VOLVO 1982 B10M JONCKHEERE. 49
recliners. Toilet, hot drinks, Telmar.
MoT March 1991. Good condition.
£30,000 ono + VAT. Tel. 0206 824363
(Essex). (15813/VO)

VOLVO B10M, 48 recliners, Telma,
toilet, Webasto, water boiler, fridge,
driver's bunk, Splitter g/box, ferry lift,
television video, MoT December 1991.
£30,000 ono. Tel. 0532 492999.
(15984/VO)

**C REG 1985 VOLVO B10M LDM
CAETANO ALGARVE,** toilet, hot
drinks, video/TV/radio/PA, rear o/s
continental door, 51 rec seats, test
July 1991. £50,000 + VAT. Tel. Derek
0902 731768 (24 hours). (15943/VO)

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1969 VAL 70 VAN HOOL. 12 months full PSV, MoT.

£2,800 + VAT.

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**For sale due to new fleet
replacement for 1991 season.**

VOLVO B10M, Telma, 1988 'E' reg Plaxton 3500 low driver, GT 4 star specification, 57 reclining seats (49 now fitted), TV/video/stereo, demountable sunken centre toilet, Webasto heating, telephone system, Klix drinks machine, fridge, aircraft lockers, all rubber floor and carpet, special large through luggage lockers and side flaps, airport lights, double glazed, full draw curtains and sunblinds, driver's bunk, only £75,000 + VAT

VOLVO B10MT, Telma, Plaxton 4000 RS, 4-star specification, 67 reclining seats plus 2 courier seats on crew deck and driver's bunk, double glazed, fridge, Klix drinks machine, 5 TV/video screens, telephone system, built for silent running, 3 sliding roofs, airport lights, very large luggage lockers..... 1988 - £87,500 + VAT

All the above coaches have long MoTs and have been maintained regardless of cost in immaculate condition throughout. Full service history available.

FLIGHTS Coach Travel Ltd

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(15545/VO)

**1988 ALIZEE
H T815**

Cummins 280bhp turbo.
13-17mpg. 49/53 rec, demountable
toilet, d/glazing, hot drinks, fridge,
Telma, d/bunk, TV/video, polished
alloy wheels, one driver and only
120,000 miles. Private hire work
only. Re-advertised due to time
wasters and dreamers. Must sell,
new vehicle arriving December
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£70,000 + VAT

*Fully valeted and serviced
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(15983/VH)

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offer:

Choice of 2

1988 F reg MB230

VAN HOOL ALIZEE

EXECUTIVE SPECIFICATION
Including toilet, video, coffee machine,
courier seat, full draw curtains,
double-glazed, Telma retarder.

£82,000 + VAT each

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**1983 Y REG FORD
TRANSIT**

Dormobile petrol 16 seater,
high backed seats, exterior
white/blue, MoT to May 1991.

£3,000 + VAT ono
Clintonova Minicoaches
Brentwood (0277)
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**1986 D REG
FREIGHT ROVER
PSV**

High roof, 16 high back seats, new
engine, excellent condition, tested
August 1991.

£6,000 + VAT ono

(15982/MB)

Carlyle

BUS CENTRE

★ SELECTED USED MINIBUSES ★

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**FULL STAGE SPECIFICATION CARLYLE BODIED
MINIBUSES WITH CURRENT PSV**

**1985/6 'C' TRANSIT 16 seat, from . . . £4750 1987 'D' SHERPA 20 seat, from £5950
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All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability.
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C REG (12), new conversion, soft trim	£4,950 £4,450
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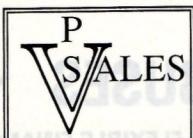
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1987 (D) FREIGHT ROVER SHERPA LWB 350 2.5 DIESEL
DORMOBILE, 20+2 standing, moquette seats, Eberspacher heater,
electric entrance doors, TRN destination, choice of several
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£6,250

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COACH SALES
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IVECO FORD 49.10 DAILY BUS

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IVECO 49.10 Turbo Diesel (new model) Carlyle
coachbuilt body with 25 seats & standees,
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1987 TRANSIT DORMOBILE Conversion. 16 seater, new gearbox, overdrive, starter tyres, brake drums, fully carpeted, Eberspacher heating, full year's test, loss of contract forces sale of very good vehicle. Offers around £13,500 + VAT. Tel. 081 642 6325.
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1989 (G) MERCEDES 408D. Coachcraft 15 seater, MoT to July '91. Skirts, tinted windows, luggage racks, radio/cassette. KL extractor/intake. Power steering. Plain white exterior. £17,000 + VAT. TEL. 061 789 6334.
(15570/MB)

1981 (W) TRANSIT 12 seater diesel minibus, all white, MoT to Nov '91, £1,000 + VAT - no offers. Ian Brown, Heyforian Travel Ltd. Tel. (0869) 232957.
(15794/MB)

1987 (E) FREIGHT ROVER DIESEL

16 seater + 5 standees. PSV, mini coach full spec, coach trim, usual refinements.
£8,750 + VAT ovno
E G Commercial
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(15959/MB)

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£45

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WOODSEAVES
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1989 VOLVO B10M MkIII PLAXTON 3500. Low driver, executive, rear toilet and continental door, TV, video, drinks machine, fridge, double glazing, Telma, Webasto and central carpet. Only used on our own tour work, immaculate throughout. P.O.A.

1987 VOLVO B10 3500 49/53 SEATER EXECUTIVE. Rear continental door and toilet, TV, video, drinks machine and fridge. £70,000.

1984 MCW METROLINER 71 SEATER. Full rapide spec. CHOICE. Long MoT. £22,500.

1981 MERCEDES/DEVON 507 19 seater, MoT July 1991, white, unwritten. £4,500.

1980 MERCEDES 207 9 seater, MoT July, 1991. White, unwritten (non PSV). £1,995.

1973 BRISTOL VRT. Low Bridge, 74 seater, Gardner engine. MoT Oct 1991. CHOICE OF 3. From £2,000.

1973 DAIMLER FLEETLINE. 74 seater, 2 door, recently reconditioned engine and gearbox. MoT Sept 1991. £3,500.

1986 BEDFORD YNV, 57 seater, Duple Laser II, cream/red exterior with grey/red trim, one owner, immaculate. £37,500.

1982 FORD PLAXTON, 53 seater, new test, reconditioned engine fitted. £12,500.

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AND POSSIBLE PART EXCHANGE.

(15468/UN)

2 x 1975 VOLVO B58, test applied for.

3 x 1976 LEOPARD Supremes, long tests.

1 x 1973 LEOPARD Elite MkIV front, power steering, tested '91.

1 x 1978 BEDFORD PJK Duple, tested '91.

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1 x DAIMLER F-line Double Deck, tested '91.

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(15946/UN)

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1988 RENAULT MASTER DIESEL, 15 seats, side door, full soft trim and racks, MoT 1991, immaculate condition. £11,500

1985 (C) MERCEDES 608D, Coach back end, Ensor, 21 Vogel seats, MoT July 1991, very clean, one owner. £13,250

1982 (Y) BEDFORD YNT TURBO 500, ZF 6-speed, Plaxton Supreme V (53), power door, radio/PA, side lockers, re-upholstered, MoT February 1991. £15,000.

1981 BEDFORD YNT TURBO, 6-speed ZF Plaxton Supreme (53), power door, radio, side lockers, MoT November 1991. £13,500

1979 FORD R1114 DUPLE DOMINANT II, (53), re-upholstered, MoT May '91, all white. £5,500

1978 BEDFORD YMT PLAXTON SUPREME EXPRESS, (53), power doors, MoT July 1991. £4,500

All prices subject to VAT

Evington, Leicester LE5 6DQ. Tel: (0533) 730421

(15935/UN)

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PASSENGER VEHICLE SALES

DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

DOUBLE DECKERS

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-11-90.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 26-3-91.
1976 VOLVO AILSA, ⁷⁹~~sold~~ s, Alexander body, power steering, single entr¹⁹⁻⁷⁻⁹¹. Test 22-5-91.
1976 VOLVO AILSA, ⁷⁹~~sold~~ s, Alexander body, power steering, single entr¹⁹⁻⁷⁻⁹¹. Test 19-7-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 15-6-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 16-1-91.

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTICAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats. Test expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 13-12-90.
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91.
1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 seats. Test 9-2-91.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 31-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTICAN, Northern Counties body, 75 seats, power steering. Test expired.
1977 LEYLAND ATLANTICAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTICAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTICAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
1976 LEYLAND ATLANTICAN, Northern Counties body, 75 seats, power steering. Test 7-12-90.
1977 LEYLAND ATLANTICAN, Northern Counties body, 75 seats, power steering. Test 8-12-90.
2 X 1976 LEYLAND ATLANTICANS, ECW bodies, 74 seats, power steering. Tests expired.

SINGLE DECKERS

1976 10.3M LEYLAND NATIONAL. Test 20-4-91. 41 seats.
1979 10.3M LEYLAND NATIONAL. Test 3-11-90. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test 31-7-91. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
1979 10.3M LEYLAND NATIONAL. Test 19-11-90. 44 seats.
1973 11.3M LEYLAND NATIONAL. Test expired. 49 seats.
1976 11.3M LEYLAND NATIONAL. Test expired. 49 seats.

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LEYLAND E39 engine and gearbox.
BRISTOL AVW engine and box.
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1963 ROUTEMASTER, 64 seats. Test expired.
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6 1986 FORD TRANSIT 190 2.5Di, 20 seat Carlyle bodies, all with MoT's.

11 1985 FORD TRANSIT 190 2.5Di, 20 seat Carlyle bodies, all with MoT's.

1 1983 DENNIS FALCON HC, 1987 Wadham Stringer, 49 DP seat body, Gardner 6HXCT engine with ZF automatic gearbox, current MoT.

1 1975 LEYLAND ATLANTIC AN68, 72 seat, ECW, dual door body, current MoT.

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STORE & PURCHASING CONTROLLER,
OXFORD BUS COMPANY,
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Fax: 0865 716340**

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LEYLAND LEOPARD - PLAXTON

This coach was first registered in May 1974. It is semi-automatic and is fitted with 51 seats. A Ratcliffe step lift is fitted with access via an additional door mounted mid way on the nearside of the coach. Reg No. RHE 30M. Tested to 11 October 1991. Exterior colour white with blue stripes, interior fawn moquette. Price £5,500.

FORD R114 - VAN HOOL

This coach was first registered on 2.10.75. It is fitted with Ford 6 speed R114 unit. The body is VAN HOOL Alizee. It is fitted with large wheelchair accessible toilet, Ratcliffe Taillift sited at the rear nearside of the vehicle. It has 30 reclining seats, curtains. It is certified for up to 8 fixed wheelchairs to be carried on board. Private number plate. Exterior colour white, interior blue/grey striped moquette. MoT to 6.8.91. Price £5,000.

FORD R1114 - PLAXTON

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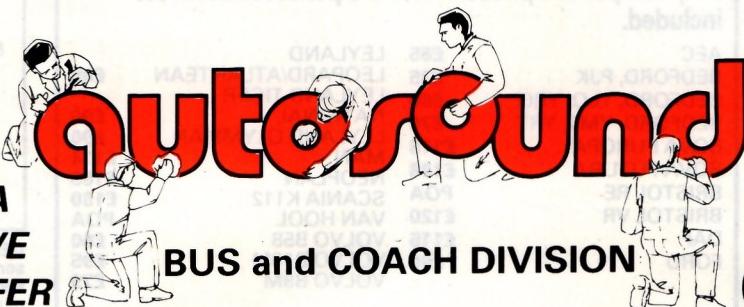
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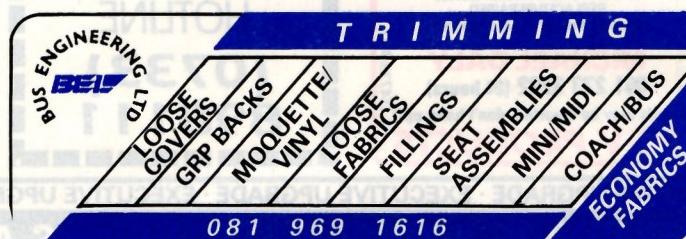
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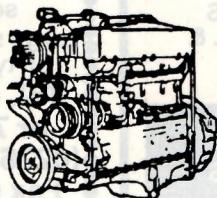
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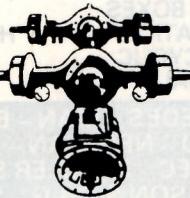
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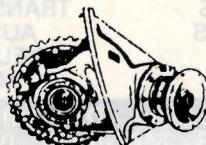
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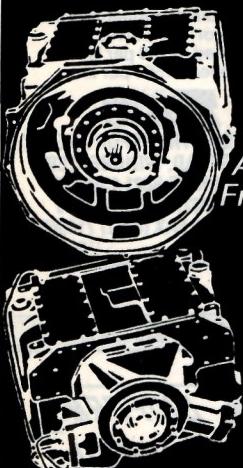
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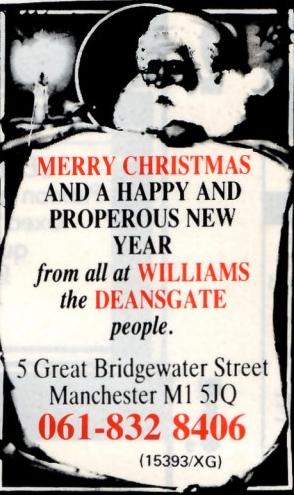
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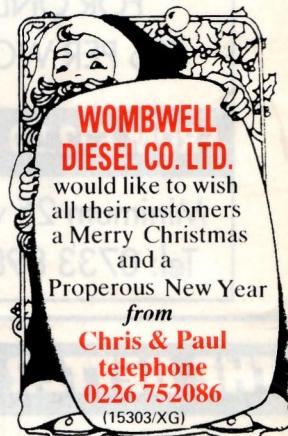


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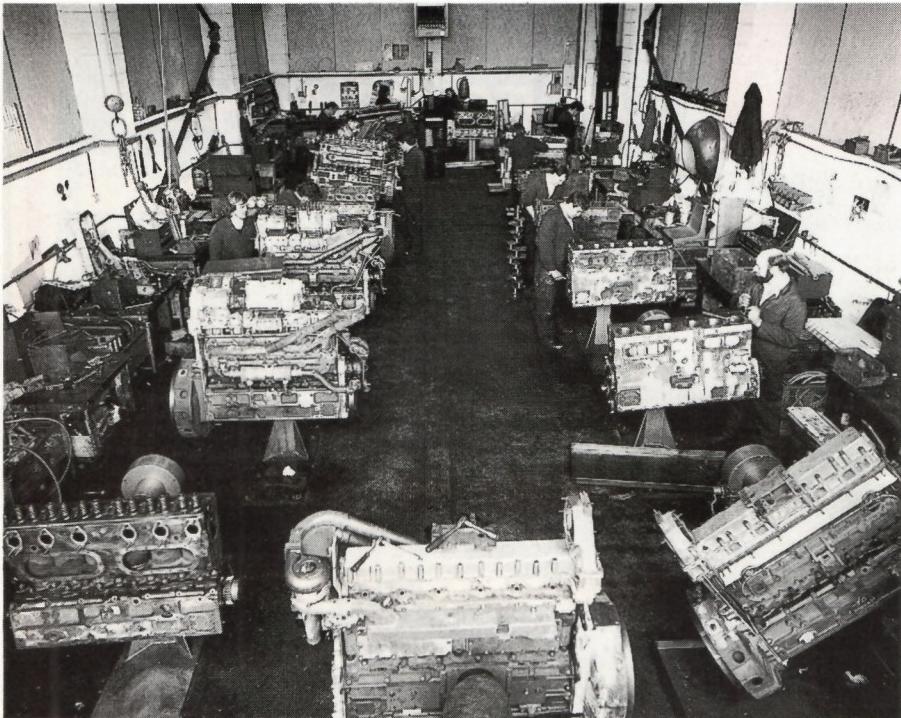
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